The Beaver

A MAGAZINE OF THE NORTH

The Bosun at the Winches

OUTFIT 265
NUMBER 2

Transportation and Civilization —Sir Charles Piers, Bt.

The Champlain Society —W. S. Wallace

For Crown and Fur Trade —Muriel R. Cree

The Emperor at Lachine —Clifford P. Wilson

The HBC and the Royal Society —R. H. G. Leveson Gower

Meat —A. R. Evans

Fort Nisqually Lives Again —Alfred L. Gehr

PUBLISHED QUARTERLY BY
Hudson's Bay Company.
INCORPORATED 2ND MAY 1670.

A Message from His Majesty the King to His Eskimo Subjects

Conveyed by P. Ashley Cooper, Esq.,
Governor of the Hudson's Bay Company

THE message of King George, who rules the British Empire, and of Queen Mary, his wife, to the Innuit:

The Queen and I send to our loyal Innuit subjects, who dwell throughout Northern Canada and on the shores of Labrador, a message of Greeting from our home in the great encampment of London. In every part of the British Empire, be it ever so many sleeps from our encampment, the happiness of our subjects deeply affects the personal happiness of the Queen and myself.

You should know that we have often heard tell that no people are merrier, more friendly, or more thoughtful for their families than the Innuit. In the same way that parents are proud of their children, so the Queen and I take especial pride in our faithful and hardy Innuit.

May each Innuit family thrive, and may your children and grandchildren learn in their turn to do honour alike to their parents and to the British Empire.

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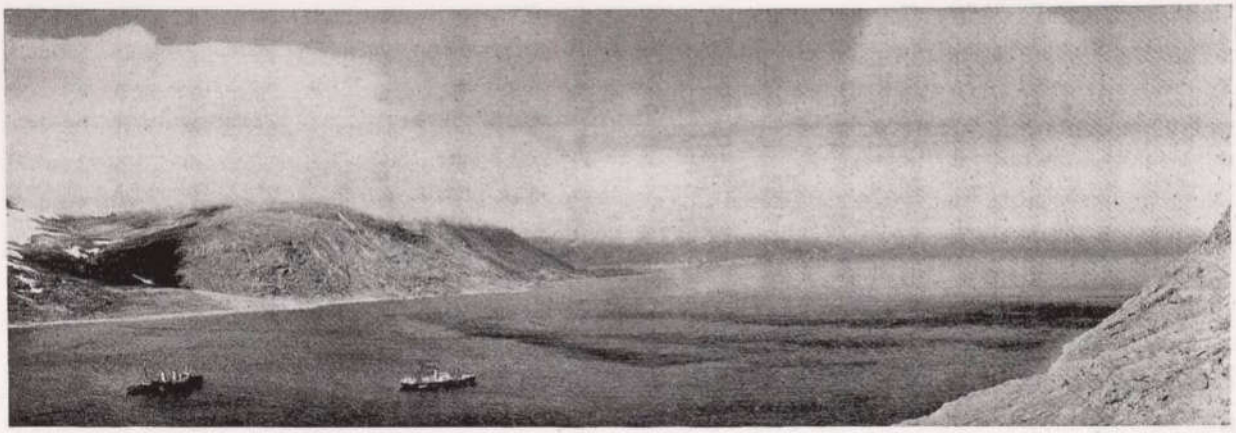

The Canadian Government Ice-breaker "N.B.MacLean" and the Company's supply ship "Nascopie" lying off the Hudson's Bay Company Post at Wolstenholme in Hudson Strait.

OUTFIT 265 SEPTEMBER 1934 NUMBER 2

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HUDSON'S BAY HOUSE WINNIPEG, CANADA

THE BEAVER is published quarterly by the Governor and Company of Adventurers of England trading into Hudson's Bay, commonly known as the Hudson's Bay Company. It is circulated to employees and is also sent to friends of the Company upon request. It is edited at Hudson's Bay House, Winnipeg, under the direction of Douglas MacKay, at the office of the Canadian Committee. Yearly subscription, one dollar; single copies, twenty-five cents. THE BEAVER is entered at the second class postal rate. Its editorial interests include the whole field of travel, exploration and trade in the Canadian North as well as the current activities and historical background of the Hudson's Bay Company in all its departments throughout Canada. THE BEAVER assumes no liability for unsolicited manuscripts or photographs. Contributions are however solicited, and the utmost care will be taken of all material received. Correspondence on points of historic interest is encouraged. The entire content of THE BEAVER is protected by copyright, but reproduction rights will be given freely upon application. Address: THE BEAVER, Hudson's Bay House, Winnipeg.

Landing Party *(Photo Bassett—A.S.N.)*

Chief Factor Ralph Parsons, The Governor, Mrs. Cooper, and Captain Smellie go ashore at Cartwright, Labrador, July 11, 1934

THE HBC PACKET

THE message from His Majesty the King conveyed to the Innuit or Eskimo of the Eastern Arctic by the Governor is impressive in its clear simplicity and sincerity. His Majesty, it is understood, personally interested himself in the despatch of the greeting to his subjects in the Far North. The "King's English" as it comes to us over the radio in Empire broadcasts has been one of the deepest pleasures of the wireless. For weeks after December 25, 1932, people greeted each other with: "And did you hear the King?" At each port of call of the *Nascopie*, the Innuit had their own sympathetic, clear and kindly greeting from His Majesty, accompanied a by news-reel of Their Majesties, prepared especially for the purpose.

J. D. Soper, of the department of the interior, recently completed two years studying wild life conditions in Wood Buffalo Park, which is four-fifths in northern Alberta and the remainder in the Northwest Territories. Mr. Soper's special assignment was a comprehensive study of the buffalo, both the original last remaining herd of wood buffalo and the plains animals transferred there in recent years from the government herd at Buffalo National Park, Wainwright, Alberta. The difficulty of taking a reasonably accurate census of the buffalo in this immense area of 17,300 square miles of rough wooded country can hardly be appreciated. Mr. Soper made a reconnaissance from the air. Later he travelled by canoe, dog sled and on foot. By these various means Mr. Soper covered more than eight thousand miles within the park. Fortunately he had already had several years' experience in northern travel, having carried out a geographic and faunal survey on southern Baffin Island. In giving out figures as to the number of animals, the department of the interior is careful to say that it is only approximate. The animals move about daily and with the changing seasons, and one can only observe at one place at a time. It is estimated that the total population of buffalo in this northern park is in excess of eight thousand. The animals from Buffalo National Part at Wainwright seem to have become acclimatized, and along with the original herd were found to be in good condition. Already there is a small annual return from the government's investment at Wood Buffalo Park, in that a number of selected animals are slaughtered each fall and the meat used for relief purposes in the Fort Smith area. Mr. Soper's next duties will be those of chief Federal migratory bird officer for the Prairie Provinces. He will cooperate with provincial game officials, the Royal Canadian Mounted Police, conservation organizations, and educational institutions. The Migratory Birds Treaty, administered in Canada by the department of the interior, has been described as one of the most forward conservation measures in the world. The birds of Canada, to a very large extent, migrate beyond our boundaries in winter, and it is only by legislation in concert with the United States that Canada can be assured of their protection while they are absent.

The business of keeping up to date on museums leads one into strange markets. The Company has a very limited amount to spend each year for historical relics; consequently it is important that we should know the current market bids on flint-lock muskets, Indian saddles with brass trimming or country made spinning wheels. For your information, the market is somewhat bullish on flint-locks. Our own scouts inform us that H B C trade guns of the type described in our March number are astonishingly rare and are already being sought by collectors. We can announce this, because we believe we have secured a corner on the H B C trade gun market. Further inquiries in the interests of museums revealed the notable fact that York boats were as scarce as Red River carts. This unique type, which was the peculiar product of the old fur trade transport system, has become history. The Fur Trade reported one at Norway House, and generously offered it for museum purposes. It has been planned to find a place for this last of the York boats, complete with oars and mast, within the walls of the Lower Fort, but the latest word is that it is doubtful if her timbers could stand the trip. Further bulletins on the York boat market in the next *Beaver*.

That other great chartered Company, the East India Company, touched the Hudson's Bay Company at several points in its history, but there must be very few instances of men who served both companies.

To Mr. A. N. Mouat, of Victoria, formerly chief inspecting officer of the Hudson's Bay Company, we are indebted for the information on the career of Hon. G. B. Martin, of Victoria, who died a few months ago at the age of ninety-one years.

"Almost seventy-eight years ago, Mr. Martin was a midshipman aboard the full-rigged, block battleship *Russel*, carrying sixty guns, in the Baltic Sea during the Crimean War. It was one of his favourite stories to tell of how he celebrated his fourteenth birthday on Christmas Day singing rollicking old English songs and drinking the toast to the king while guns boomed out across the water dropping their message of doom to the Russians. Prior to joining the *Russel*, he spent two years aboard *H.M.S. Victory*. His earliest recollection of boyhood was pacing the decks of *H.M.S. Victory* beside his father, Flag-Captain G. Bohun Martin. Mr. Martin's grandfather was Admiral Sir Thomas Briggs, who at that time was stationed aboard the *Victory*.

"After fighting in the Crimean War, Mr. Martin shipped to India with the East India Company. There he was stationed at Poona in the Bombay presidency. Taken sick, however, he returned to England, and after recuperating set out for the Pacific Coast with letters of introduction from the manager of the Bank of England. He came to Victoria *via* the West Indies, the Isthmus of Panama and San Francisco, arriving here in April of 1862 aboard the old side-wheel steamship *Jonathon*.

"Joining the Hudson's Bay Company, he was sent to Kamloops, walking from Yale to Kamloops. He was in the employ of the Company for three years, and during that period built many trails which have now been developed into highways and established a trading post at the head of Shuswap lake.

"Mr. Martin left the Hudson's Bay Company to take up farming, purchasing a large ranch on the South Thompson river. Here he successfully raised cattle and represented the people of this district in the provincial legislature. For four years he was minister of lands and works, after which he retired from public life.

"On his mother's side there was a grandmother who was the daughter of General Trapaud, who served under the Duke of Wellington. There was Willoughby Briggs, of India, who commanded the regiment of Scinde Horse. In Mr. Martin's own family there were twelve children, nine girls and three boys. All the boys were in the navy, and the sisters, with the exception of two, married army and navy officers. Two sisters married two of Sir Anchtel Ashburnham's sons."

Many large companies are at constant loggerheads with the press, and the basis of the complaint is usually traceable to some unfortunate error in a news story relating to the annoyed corporation. Of course, there is careless reporting, and newspapers are sometimes guilty of sending inexperienced news gatherers to get a story which should call for trained and accurate reporters. But the error is more frequently on the side of the company. Too often, when a company is approached by a reporter (who has been sent by an editor) those in authority pull quickly into a defensive shell and assume that a muckraker has come into the office for the sole purpose of dragging skeletons from forgotten cupboards and rattling their bones on the front page.

Fear and distrust usually mark the attitude of company executives and the bars go up against the reporter. The news gatherer is quick to sense an atmosphere of "covering up," and when he has been turned down at the top he turns quickly to the second best news sources, where he gets an unsatisfactory, incorrect story, and no one is pleased. All large companies are occasionally news sources. Some seek to plant themselves constantly in the news columns, and unless they are extremely skilful, only succeed in wearing out their welcome in newspaper offices. All matter containing their company's name is distrusted by editors as publicity and is subject to sharp censorship. But from time to time companies become news in spite of themselves, even though it is only an annual statement or the obituary of a vice-president. But even such commonplace news as this can be badly fumbled unless the reporter is helped toward accuracy.

It should be remembered that it is not uncommon for 100,000 words to pour into a newspaper office between eight o'clock in the morning and one p.m. and that at three o'clock the afternoon paper presents to you an orderly, readable chronicle of the events of the preceding twenty-four hours. Unless the reporter who came asking about the casualty in the factory or the closing of a branch office is given a simple statement of the basic facts (preferably written), it will not likely be a satisfactory account. If it is bad news, the straight simple facts are less harmful than a garbled "rumour story" which the reporter will be compelled to write. Years ago it was the practice of the great transportation companies to fight to suppress accounts of accidents. Time has taught them that memory is short and that it is infinitely better practice to get the brief truth to the papers quickly rather than watch the miserable details be dragged out for days after the accident. The life of a daily paper is only a few minutes in the hands of the average reader. The facts concisely presented for the benefit of a reporter are the best practical insurance of accuracy in the news.

Men who travel in the North know the value of history. They know the importance of the records left by earlier explorers. Before starting out over unknown country old journals and old maps are studied and analysed. Any northern traveller would be a fool to disregard history. Business today is on the edge of several unknown lands, but there are the experiences of others in similar circumstances. The cycles of war and peace, depression and prosperity have come and gone before. Dictatorships and democracies are not new. Taxes and tariffs are as old as trade itself. Those business institutions of today which have the most intelligent understanding of the past will be best equipped to plan their campaigns for the future. Air conditioning of homes and streamlined automobiles are new. But bathtubs and rubber tired buggies were also new once, yet these articles were sold successfully and profitably. We are constantly told that human nature does not change. Business must know human nature and business must be acutely sensitive to the buying habits of people—yesterday, today and tomorrow.

From England and New Zealand, H. M. S. Cotter, of The Pas, Manitoba, has received recognition for recent articles in *The Beaver*. The Emerson medal for early photography has come to Mr. Cotter from England as a tribute to his father's pioneer photographs which were reproduced in the Decembernumber. From New Zealand came a fragment of the old ship *Prince of Wales*, of which Mr. Cotter wrote in the March number. The relic is a gift from the coal company which now owns the hulk. Mr. Cotter had hoped that there were some of the old door knobs which had the Company arms on them still left on board, but the owners reported that somewhere in her remarkable career the *pro pelle cutem* door knobs had disappeared.

It is reported with regret that our modest campaign for H B C noon guns has not set any echoes rolling across the Dominion. A few enthusiasts wrote letters of approval, but nobody has done anything. The only positive action came from a quite unexpected source. From the United States army post on Governor's Island, just off the tip of lower New York, we learn that an officer read our *Beaver* packet note, and upon enquiry found that a noon gun had been abandoned there fifty years ago because it cost about $75.00 a year. It has now been revived. This is our only progress to date, but we propose to keep campaigning for H B C noon guns in Western Canadian cities, even to the point of becoming tiresome on the subject.

Among the books relating to the Hudson's Bay Company scheduled for publication during the Fall are: "Sales Over Ice," by Captain Bob Bartlett; "Eskimo Year," by Sutton; "The North," by Jeannette Mirsky; "The White Headed Eagle, John McLoughlin, Builder of an Empire," Robert Montgomery; "Robert Campbell's Journal," edited by H. T. Munn; "Arctic Trader," P. H. Godsell; a narrative of his summer travels by Bishop Fleming to appear in Church of England publications.

A concise, informative booklet in a bright cover, issued by the Land Department in the interests of farm land sales, has taken its place this summer on the shelf of Company publications. It measures 3¼x 6¼ inches and contains twenty-eight pages, yet it is packed with definite facts respecting the Company's lands, such as terms of sale, bushel plan lease options, bushel land lease options, cropping leases, hay and grazing leases, timberpermits, titles, taxation and townsites. In a foreword the manager of the Land Department states:

"This booklet furnishes useful information to farmers and others desirous of acquiring H B C farm lands, hay and grazing leases, hay permits, timber permits, etc."

"We take this opportunity of assuring all those interested in farm lands that their enquiries are most welcome and will be dealt with promptly and as completely as possible."

Some notes on pemmican from recent reading:

"It proved to be berry pemmican of the best quality, made of dried pounded buffalo tongue, marrow fat, sugar and dried Saskatoon berries."—*From H. J. Moberley's "When Fur Was King."*

"Pemmican is supposed by the benighted world outside to consist only of pounded meat and grease; an egregious error, for, from experience, I am authorized to state that hair, sticks, bark, spruce leaves, stones, sand, etc., enter into its composition often quite largely."—*From Kennicott in "Translations of the Chicago Academy of Sciences 1869."*

"The dried and partially pulverized beef of the buffalo, mixed with its melted tallow, composed the highly nutritious pemmican which, plain or mixed with flour, appeased the splendid appetites of the voyageurs."—*From Isaac Cowie's "The Company of Adventurers."*

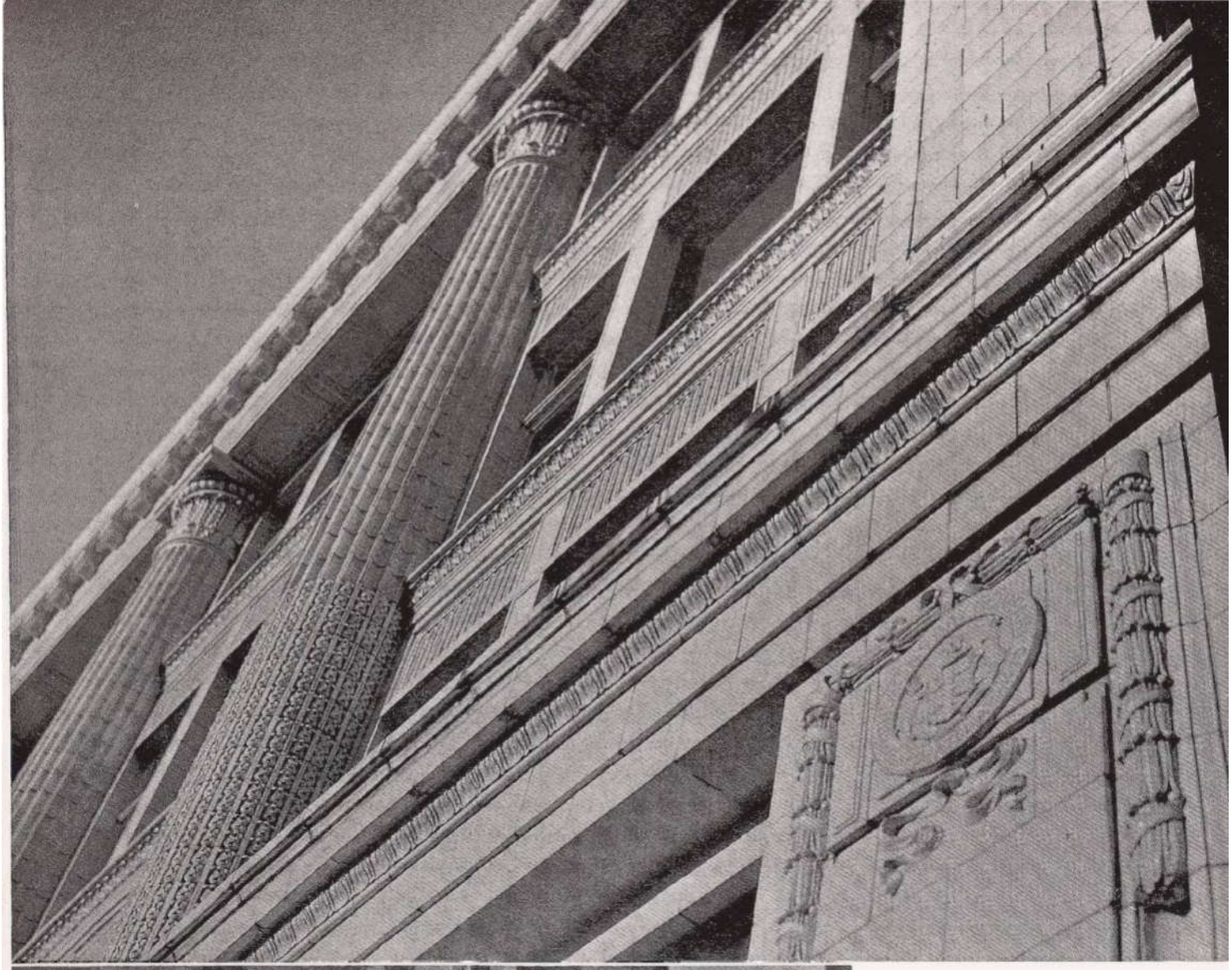
"The service-berry or misasquitomina, a sort of cross between the cranberry and black currant, is generally an ingredient of the better sort of pemmican which is made with marrow fat instead of ordinary grease."—*From Sir George Simpson's "Journey Round the World."*

"At other times it was eaten and fried with a little flour, when that was obtainable, in the form of *richot*, or boiled with potatoes into a thick soup called *rubeiboo*. The best variety of pemmican mixed with dried service-berries or other fruit was fairly palatable food. But there was nothing delectable about common pemmican."—*From "Fur Trade and Empire," by Merk.*

"Take the scrapings from the driest outside corner of a very stale piece of cold roast beef, add to it lumps of tallowy, rancid fat, then garnish all with long human hairs and short hairs of dogs or oxen, or both, and you have a fair imitation of common pemmican. Carefully made pemmican, flavoured with berries and sugar, is nearly good; but for most persons new to the diet a little of it goes a long way."—*From "The Great Fur Land," by H. M. Robinson.*

"It tasted like meat and retained some of its original flavour."—From a news story in the Winnipeg *Free Press*, August 10, 1934, describing the discovery by William Campbell of twenty raw-hide bags of pemmican cached on his farm in Alberta more than eighty years ago.

The second *Beaver* of Outfit 265 brings together an unusual group of contributors who have written on the Company and the North. Clifford Wilson, of Montreal, author of "Adventurers All," contributes a second of three articles on Sir George Simpson and his life and work at Lachine. Mrs. Cowley, who now lives in California, is a daughter of the old fur trade, and writes with understanding of other days at Lower Fort Garry. "Meat," the series of articles on the reindeer trek along the Arctic Coast, has attracted widespread attention by its appearance in *The Beaver*, and Mr. Evans writes us that it is due to appear shortly in book form. The current instalment is illustrated by P. J. Edgar, of Winnipeg. Professor Wallace, who describes the "life and works" of the Champlain Society, is librarian of the University of Toronto. He has made many important contributions to Canadian history. Fred Auger is in the advertising department of the Victoria store. The smoking contest which he describes, and which d'Egville illustrates, took place in Calgary. Sir Charles Piers, of Vancouver, draws some interesting conclusions on the influence of the old fur trade transportation on the history of Western Canada. Leveson Gower, of London, archivist of the Company, takes advantage of the rich resources of his department to describe the relationship of H B C to the Royal Society. Mary Weekes, of Regina, whose "Waning Herds" came extremely close to winning the Atlantic Monthly prize last year, contributes a few paragraphs on the finer types of Indian craftmanship. Mrs. Cree, of the archives department of the province of British Columbia, Victoria, has provided us with a fresh view (and photographs) of that Gibraltar of coast history, Sir James Douglas. These are a few of our contributors. We have endeavoured to make this issue diversified and general in its interests, but as the last forms close and the printer becomes restless to get the presses rolling, it would seem there is a slight over balance on the side of the past. So it is perhaps appropriate to conclude this packet with a request for timely articles on the Company and the North.

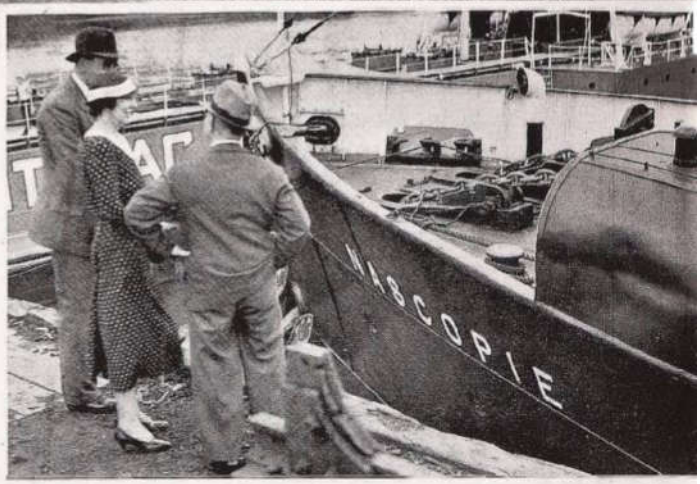


Not Florence, not Naples nor Venice, but Victoria and Calgary. Above is the Victoria store in the light of a Pacific sunset, while below the morning sunshine of Alberta streams into the colonnade of the Company store at Calgary.

Major-General J. H. MacBrien with the Governor

General MacBrien with Supt. Irvine inspect the police.

Mr. and Mrs. Cooper inspect the cargo



The Governor and Mrs. Cooper with Capt. Smellie inspect the ship while coaling in Montrea.

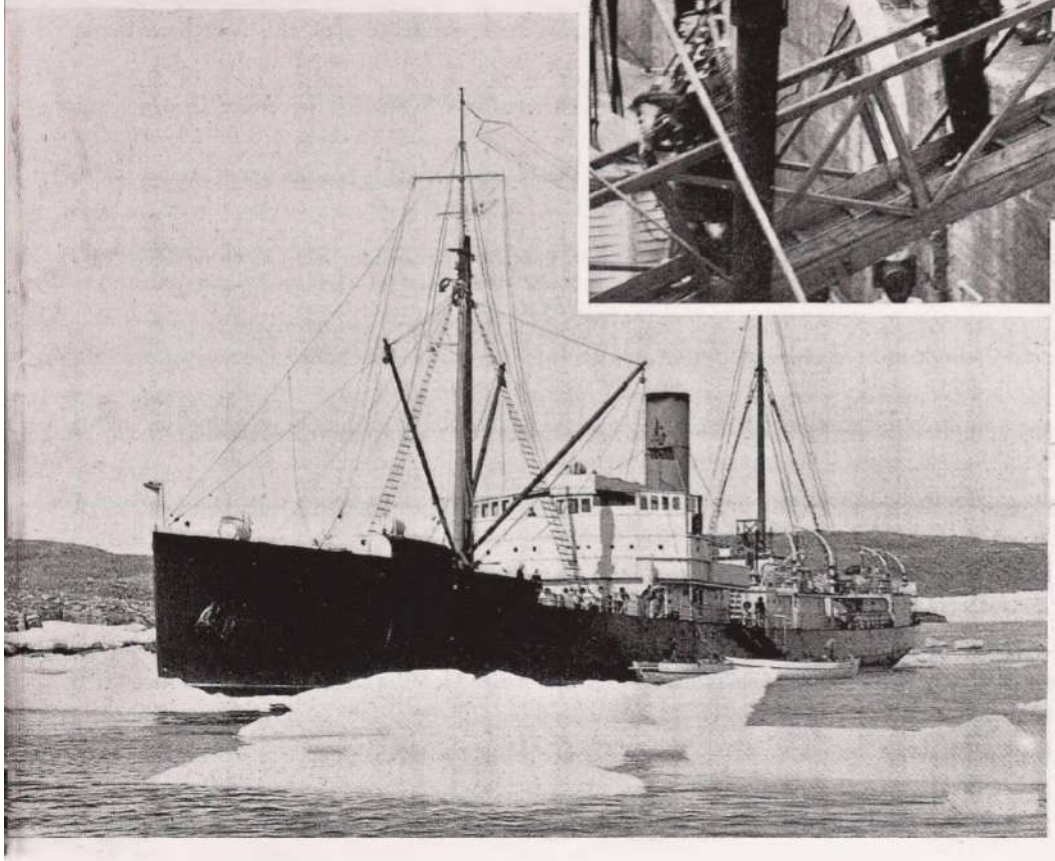
To the Labrador, Baffin Land and Hudson Bay

The Governor and Mrs. Cooper Go North—The King's Greetings—The Passenger List—The Governor's Speech

THE Montreal *Star* called it "the most interesting sailing from the port this year." There were news reels, camera men, reporters, large crowds, paper ribbons, and a piper. As the *Nascopie* moved out from the pier and caught the current of the St. Lawrence, all work in Montreal harbour ceased for a moment. Longshoremen put down their hand-trucks, deckhands stopped chipping the rust from the ocean tramps, the white jacketted stewards on a Duchess clustered over the stern rail, and from the Great Lakes canallers the shabby crews paused from their work—all to make some friendly gesture to the *Nascopie*. She seemed strangely small under the shadow of the grain elevators and the liners, but she gave the impression of sturdy efficiency for her own Arctic work.

Shortly before ten o'clock the Governor and Mrs. Cooper arrived and, after an encounter with the news reels and photographers, went aboard, preceded by the piper. About a thousand persons were on hand, including many familiar faces. General MacBrien arrived by plane from Ottawa to inspect the R.C.M.P. detail under Superintendent Irvine. He kept one eye on the low clouds and forecast correctly "a clearing wind." Mr. Allan and Mr. Chester were there from the Canadian

Right: Preceded by the piper, the Governor goes aboard.
Below: The Nascopie in Hudson Straits.



Mr. Allan greets the Governor

Committee office, Winnipeg. The night before, Mr. Allan had given a dinner for the Governor, which was attended by the Company's senior officials in Montreal, pensioners and friends of the government service who were going north. Chief Factor Parsons was at the pier early, on the ship early and succeeded in evading both camera men and reporters. Captain Smellie seemed pleased at the prospect of getting down to the business of the voyage. Mr. Watson, the district manager, was unruffled, as usual, and one felt that it wouldn't matter to him if there were a hundred pipers and ten thousand people on the pier, so long as the ship got away and about her business promptly. Major McKeand with his government men were quickly at home on board and the basis for work and friendships established. The police going north looked appropriately strong and silent, while an apprentice fresh from a Montreal high school drew a hilarious send off from a party of youngsters. It was a very cheerful occasion.

The passenger list included: M. Lubbock, personal assistant to the Governor; G. R. Macdonald, secretary; O. M. Demment, H. T. Ford, Leo Manning, R. H. H. Macaulay, W. M. Ritchie, J. C. Donald, all of the Hudson's Bay Company; H. R. Bassett, of Associated Screen News; King's Scout C. MacCallum; Rev. George Gillespie; Rev. A. C. Herbert; R. G. Madill, astronomer; Douglas Leechman, of the National Museum; E. F. G. White, ornithologist; Frank Gilbert, post office department; Dr. A. G. McKinnon; of the R.C.M.P. party, Acting Sergeant W. C. Tyack, Sergeant Anderson, Coporal McBeth, Constable Bolstad, Constable Yeomans, Constable Gray, Constable Hamilton, and Constable Monro.

The significance of the departure was mentioned by the Governor in a few words spoken for the news reels:

"In a few moments, when the *Nascopie's* lines are cast off, we shall be adding one more incident to the long story of the Canadian North. For two hundred and sixty-five years our Company has been sending ships into Hudson Bay and the Eastern Arctic. This year it is my privilege, as the thirtieth Governor of the Hudson's Bay Company, to visit the posts on the Labrador, and on the shores of Hudson Bay, and to enter Western Canada by this old fur trade route.

"It will be a pleasure to have on board with us, missionaries for northern posts, our good friends of the Royal Canadian Mounted Police, and officials and scientists of the Dominion government with whom we have worked in such harmony.

"We are taking mail and supplies to our fur traders, to the police, and to the missionaries who

have been at their lonely posts for a year, and I hope that I have the right to carry your good wishes to these people on our northern frontier."

What the Governor did not say for the news reels was that he had the great honour of being the bearer of greetings from His Majesty the King to the native people of the Arctic. This message is reproduced elsewhere in this issue of *The Beaver* and has been published generally in newspapers throughout the world during July.

At the dinner the evening prior to the ship's departure, Mr. Allan proposed the toast to the Governor and Mrs. Cooper. He outlined briefly the Company's history and drew attention to the long line of distinguished men who had held office as Governor. Replying, Mr. Cooper said:

"First of all, I wish to thank you, Mr. Allan, for your very kind wishes to Mrs. Cooper and to myself for a happy and successful trip on the *Nascopie*. I feel that this is a most appropriate year in which to make such a voyage to the North. During the past few years the affairs of our great Company have been under a cloud. In order to recover our position great administrative changes have had to be made, and it is a matter of deep gratification to all of us that we are beginning to see evidence of their success. It is particularly pleasing and encouraging to find how glad are the people of Canada to see the old Company emerging from its depression. Wherever I have gone I have found a most genuine readiness in all classes to congratulate us. This recovery has not come by accident, but by hard work and persistent endeavour. To Mr. Allan, and to his colleagues on the Canadian Committee, we are greatly indebted for their wise advice and guidance. The chief executive responsibility has fallen on Mr. Chester, and so to him must go the chief credit for our progressive administration. He would, however, be the first to say that he could have accomplished nothing without the loyal and able assistance of Mr. Parsons, Mr. Martin, Mr. Jocelyn and Mr. Veysey and of all the great staff of our Company. You, gentlemen, know what a great work you have done, but I wish you to feel that others know it too.

"All of you who are familiar with our Company's history (and I assume that most of you are) will recall the mellowed tradition of the dinner held at Gravesend on the Thames each year before the departure of the Company's ships. For centuries these ships, commanded by a celebrated line of masters, were the bulwarks of the Company. They were the links with the empire that once was ours. They were to our Company what the treasure galleons were to Spain and the East India men to that other great Company incorporated by royal charter; but we have outlived them all. Today no treasure galleons carry their rich cargoes to Spain, and the East India Company has been dead for nearly a century; yet we are still, in the words of our Company's name, 'trading into Hudson's Bay.' It is a record of which we may indeed feel proud.

"Time has changed the setting. In this Outfit 265 we gather in Montreal to honour the ancient custom of the dinner, and surely there could be no more appropriate city in which to meet than in that which derived its first wealth from the fur trade. Here, too, the partners of the Northwest Company planned their attacks against us. Here they retired to become the leading men in the commercial life of the country; here Sir George Simpson established his headquarters. Tonight we are but a few minutes' walk from the site of old Beaver Hall, with all its associations of the vigorous life of the fur trade.

"If there is one feature of our Company's story more pronounced than another, it is the consistent and courageous character of the men who have served under our flag in distant posts. To those of us who are charged with the administration of the Company's affairs, it is indeed encouraging to know that to the farthest limits of this great Dominion the business of fur trading is being maintained by men of the same calibre and with the same loyalties.

"Our friends of the Government service and of the Church will, I hope, forgive my talking of our own affairs, but I am sure that they will understand and appreciate the depth of our feelings when we think of the history and tradition of our Company. In the Canadian North the Church, the Flag and Trade have set a notable example to the Empire of co-operation and harmony. We have had to work out the problems which have faced us in close mutual understanding with the men representing the Government of the Dominion, and it gives me great pleasure to have this opportunity of publicly acknowledging their constant assistance and friendly co-operation.

"It has been said of a great pioneer movement that 'the cowards never started and the weak ones died by the way.' That may appear to be a harsh recording of our frontier history, but there are in it elements of truth which must apply to our own story. Fur trading never has attracted weaklings; it has been a man's work, and within our Company the fur trade has maintained a vigour and a loyalty comparable only to those of the Army and of the Navy. I am looking forward to meeting and talking with our men on the Labrador, and at the posts in Baffin Land and in the Bay, and I am confident that I shall find that same spirit alive today.

"It is a matter of regret that you cannot all join us on the voyage, but there is business ashore from which some of you cannot escape. I am indeed happy to be amongst the fortunate ones who will board the *Nascopie* tomorrow morning. With Ralph Parsons as my guide through these northern lands where his own great pioneering work has made Arctic history, with Captain Smellie in command, and with the representatives of the Church and of the Crown as our companions, I look forward with the greatest interest and pleasure to the prospect before us. In due course, when I return to England, I shall be happy to convey to the Board in London my impressions of our operations as I find them on the Labrador, in the Straits and in Hudson Bay. And I feel sure that I shall be able to tell them not only that I have learned much that will be of great value to me but also that I have found the finest traditions of our great Company maintained by every man who serves under our flag."

The Corn-Cob Triumphant!

An All-Time Record of One Hour and Thirty-Two Minutes Smoking One Eighth of an Ounce of Tobacco

As reported honestly by
FRED AUGER
Calgary Store

IT was a bright Saturday afternoon in spring when two hundred of Western Canada's finest pipe smokers gathered in the auditorium of Hudson's Bay Company's Calgary store to declare the all-time, long-time pipe smoking championship of Calgary, or Alberta—or, since records are made to be broken, shall we say the world?

Two hundred pipesomaniacs filled their favourite briars, meerschaums, clays, cobs, punkahs, hods and hookahs, with an equal amount of Imperial (supplied by the promoters) and sat ready with one match (also on the house). As the gong sounded for the opening round, amid the cheers and jeers of the several hundred pyromaniacs who formed the gallery, the lights were applied, the stop-watches clicked and the great endurance test was under way. Only one of the two hundred failed to light on the first match, and, failing to find a congenial neighbour who would light him from his already fuming bowl, was immediately eliminated.

So, one hundred and ninety-nine valiant puffers settled back in their chairs—ever so carefully lest they create an unexpected draft—and were prepared to fight this thing to a finish. On the sound of the gong at the end of the first five minutes two more found no smoke or fire and shuffled from the arena disconsolately. At ten minutes seven more dropped out. At fifteen minutes the room had become so dark it was impossible to tell how many more had dropped out, and it was not until the first hour had passed that the thick fog lifted sufficiently to find there remained some twenty of the original starters still smoking contentedly.

Number Fifteen, with tears in his eyes, remarked, "I just can't understand it. She never went out like that on me before!" and left the ring shaking his head with bewilderment.

It was not long after that until only two fine streams of rich blue smoke were ascending from the only two remaining pipes, a fine old French briar and a slightly senile corn-cob. Both masters had a look of determination in their eyes which said they were going to struggle to the end.

Suddenly the corn-cob faltered. The audience stood breathless. With heaving shoulders and the deft pokings of a pencil a little puff of smoke sailed up to bring ringing cheers from the audience.

Suddenly and without warning, at one hour and twenty-seven minutes, came the end for French briar. It simply folded up and died, and a full minute of resuscitation failed to bring any signs of revival.

The corn-cob, which breathed it's last five minutes later, was declared the winner. One hour and thirty-two minutes' steady smoking on one eighth of an ounce of tobacco! That surely is a record that deserves a championship title in any good pipe-smoking country.

Meat

"Then the wolf saw Mikel, but it could not get under way before the blow."

THE midst of winter was upon them; the long period when there was no light, only a faint grey dimness less than twilight. In time of storm even this feeble difference between night and day was blotted out; then it was all darkness. When the sky was clear and cold the northern streamers shot long spears into the army of stars; the red glare of battle wavered over a wide front. Piercing cold stole into tent and igloo; those in the sleeping bags shrank closer within themselves as they felt the icy fingers stealing over them. Down from the frozen sea the wind roared its old challenge. Long veils of snow undulated across hills and valleys or hurled themselves into the teeth of the wind with such paroxysms of rage there was no air left to breathe. On and on in the midst of titanic battles crawled the insect line of humans. From the polar giants might come a puff of anger, a sudden stamping of fury, to blot them out forever.

At the rate of progress the stores from Buckland Bay would not last until they reached the shores of the Great River. The biscuits, coffee and tea were disappearing. The needles were breaking and the scissors; sometimes a knife was lost and sometimes a hammer. Most serious of all, the ammunition was dwindling. How much they had started with in the beginning! It seemed that never could they use such stores; but now there was little left. It was expected that the end of the trek would be reached before now. But less than half the distance had been travelled; how much less no man could tell.

But they did make a little progress, slow eastward progress over the vast land, like a measuring worm doubling across a wide field. The rolling country of hills had flattened into immense plains. Without doubt beneath the deep snow lay many a bog and muskeg and long gravel esker of a great barrens. The way of travel was level and open, but without hills there was no shelter. The sweep of the wind was indescribable. In time of storm the whole snow blanket was lifted madly into the whirling wind; it was impossible to tell the exact meeting place of earth and air. The cold was as pitiless as the wind, numbing, soporific, deadly. There could be no let-up in the struggle against it.

Then in a night of still, cold intensity when Akla was guarding the deer, he heard it. Far away over the infinite distance of level snows came the faint wail of a wolf. Not anywhere in all the wide world of the North could that dread cry be mistaken. Akla stood motionless, listening. Again it came, a long, wavering sigh through the darkness. He had heard the same lonely cry in his native Lapland. What a call of hopeless despair! But there was challenge and unyielding patience and sinister warning in those long-drawn signals.

There was an almost imperceptible stirring of the deer; a restless shifting passed over them—a ruffling wave of movement. Somewhere in the far night their age-old enemy was gathering against them. Even the animals that had not heard that cry before knew the menace of its tone. From a great way to the south came faint calls and answers like cocks crowing in distant farm yards. A wind

MEAT—

A Herd of Reindeer from Alaska to Restock the Barrens! The Third Part of a Story of This Great Trek Wherein Jon and His Men Pit Their Brain and Strength Against Arctic Wolves

By A. R. EVANS
Illustrations by P. J. EDGAR

moved through the night and all sounds died away.

Akla knew the wolves were too far away to come up with the deer during the night. Their advance scouts were feeling out the way, calling, directing, advancing. In the incredible way of wolves, they had learned of the passage of the reindeer, and now they were loping tirelessly on from the south country. Once in contact with the herd, they could never be quite shaken off. Shadow-like they would drift away only to reappear in the midst of dark storms.

When Akla was relieved on watch he went to Jon's tent. There must be a way devised to meet this oldest of all dangers to the deer. Without a word Jon listened to Akla's warning. Wolves! Wolves! Added to all other troubles there would now be wolves! Throughout the rest of the long winter they would lurk like a plague ever ready to break upon the herd. The beautiful animals he had toiled so long to bring along the way would now be terrified into panic, separated, driven apart, dragged down.

A deep anger seized Jon. He summoned the herders to his tent. There must be a great fury of attack against the wolves even before they reached the herd. They could never be made to abandon the deer entirely, but their attack might be delayed, made more cowardly and cautious and less destructive. The bludgeons that had been packed on the sleds for so long must be brought out. Unaccustomed to human enemies who could travel on skis with the speed of wind, the wolves might be overtaken by sudden onslaught. This might happen once; they would not be caught a second time. So Jon explained, and the men dispersed to make ready. There could be no travel until they dealt with the wolves.

The first day there were no sounds, and there were no tracks. At night the same eerie cries that Akla had heard came to the watchers of the deer. The direction of the cries had changed from south to west. They were still manouvering at a distance. On the second day, behind snow screens, the men waited. If the wolves of this strange country followed the custom of the wolves of Lapland, they would appear shortly.

When Mikel saw a dark speck far off, it seemed to have no movement. He watched for a long time, and then he could see it no more. He began to wonder if he had perhaps imagined it. But it came again, and again he waited. Then he signalled to Akla. There could be no doubt now, what he saw was moving. Akla passed the word to Tapik, who sent it on until each behind his snow wall knew the wolves were coming.

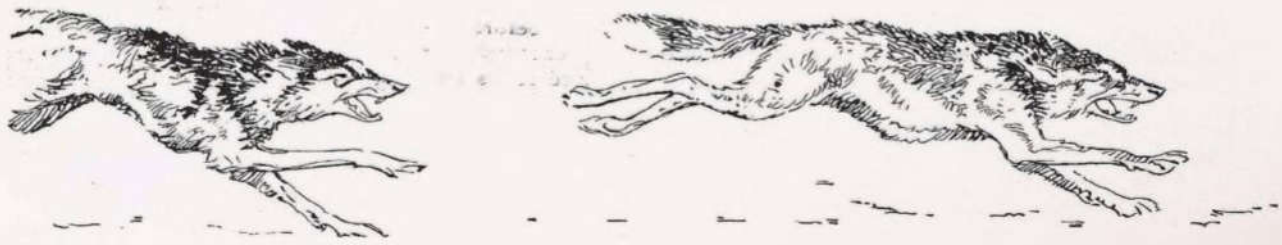
With what patience they came! What instinctive caution! Over the level snow the dark patch moved, halted, and moved again. Sometimes the men lost sight of the pack in a slight depression, but it rose to view again, and with tireless persistence came on. Jon and Pehr and Akla, from their long experience, knew almost exactly how the wolves would act. They knew how the wolves would halt and seem to gather in close conference, and then a plan, an agreement, would seem to be made. The anxious men watched these strange consultations as the wolves advanced.

After their last meeting the pack divided. Part of them came on. The new division waited to select another leader. Under his direction they moved off to the south, as if utterly indifferent to the work of the others. But the men knew that this second pack had been given the task of making a great detour. Later they would appear on the opposite side of the reindeer herd. With terrifying howls they would charge the deer, driving them wildly into the ambush of the waiting killers. How many times the men of Lapland had watched the old campaign! The deer never attempted any plan of meeting their ancient enemy. Always they were just as terrified; always they ran just as blindly into the waiting pack. Experience seemed of little value to their fickle minds.

Now the wolves of the first pack advanced slowly, often halting altogether. They had much time while the others loped around their great half circle. The men grasped their bludgeons, awaiting the signal from Jon. How they longed to dash forth against the cruel skulkers!

The wolves halted again. There was something suspicious about those low walls of snow; all was not as it should be ahead of them. Then Jon gave the sign. The skis hissed down the slope as the men leaped to their work. The wolves, uncertain whether to meet the charge or slink away, stood for an amazed moment, but the creatures speeding towards them were not deer or caribou, or even the rare musk-ox. There was swift purpose in their strange gliding speed. The wolves fled.

As if to compensate for many misfortunes, conditions at last favoured the men. The snow surface was perfect for skis and difficult for wolves. What a savage joy to overtake the great lanky killers and swing the knotty bludgeons over them! A primitive rage possessed the hunters; an avenging spirit for all the wrongs done to man and his herds since time began. Wolves! The scourge of the North! Let them perish, wantonly, cruelly, even as they themselves kill!



Without knowing what they did, the men raised tremendous shouts; ancient battle cries tore unconsciously from hoarse throats. As each roaring man came up with his enemy, he brought down a mighty blow—a skull-crushing, back-breaking blow. The wolf victims left behind struggled feebly and lay still or dragged themselves terribly on two feet.

Mikel, the youngest and swiftest, glided far ahead. He fought to prevent the escape of a single wolf. But some of the grey monsters turned sharply and fled at right angles to the general flight. It was impossible to follow in all directions; to left and right several wolves began to draw away, but the men pursued those that sped before them.

Ome, slow and not long accustomed to skis, came behind. He struck savagely at the animals still moving helplessly on the snow. The wolves that began to revive from a single stunning stroke, he beat down with many blows. He leaped upon them with deep gutterals of rage; his pent anger of months flowed forth with the slaughter of each new victim.

When the last wolf they could reach had been crushed down, the men turned and moved slowly back across the field of battle. They were limp and spent from their tremendous efforts. They felt their efforts had not been in vain. As they passed the grey bodies on the snow and gazed on the long fangs bared in the death struggle, they knew that not again would these scourges pull down their precious deer. The men looked furtively at each other. Each wondered if he had been a screeching demon even as the others. They could not understand it; they felt like small boys caught in some unmanly display of emotion. But what an exhilaration it had been! What an orgy of satisfaction!

Hardly had the men left the field of their triumph before the deer came rushing upon them. The second wolf pack! The wolves had made the wide detour long before it seemed possible. The terrified deer scattered and dashed wildly before their dread enemies. But for the intervention of the men, the deer would now be falling into the ambush of the waiting wolves. How cunningly they had laid their plans! How many times, without doubt, they had succeeded!

The men could not halt the scattered bands of deer. They could only let them go until their terror had passed. Behind the last of the fleeing animals came the driving wolves. They were just coming up with the stragglers of the herd, the smallest of the spring calves. The calves were confused; this was their first experience with a savage enemy, with an enemy of any kind. They made purposeless dashes trying to find their summer mothers.

Many of the pursuers had not made contact with the deer. When they saw the men racing through the fleeing deer, they halted; they were amazed. Their old plan had gone amiss. They began to withdraw. But several of the wolves had already marked their victims; they were intent on their savage business and in the turmoil of the chase they failed to notice men mingling with animals. Mikel was the first to turn. He saw a fine calf cut off from the herd. It tried hard to reach the others; then it stood trembling, head lowered to meet whatever came. It whirled to a snapping attack from a second enemy behind. Instantly the first wolf had fastened upon it. The calf made a brave struggle to keep standing. Mikel could not reach the battle in time. He saw the sudden limpness of the calf, the bending of the forelegs, the head touch the snow.

Then the wolf saw Mikel, but it could not get under way before the blow. What a mighty blow! What a breaking of the long backbone! The beast snarled fearfully and tried to reach Mikel; but its hind part dragged helplessly. How swiftly the heavy bludgeon crashed a second time!

The calf looked sadly at Mikel, but he could do nothing. He longed to lift it up, to set it on four good legs again, to see it dash after the others. He had tried, but he had been just too late.

Two other calves the men had not been swift enough to save. The detouring wolves had travelled much faster than Jon had calculated. What enormous beasts they were! How much greater their speed than the wolves of Lapland! Grey and long and lank from famine, they had seemed almost ready to battle the men themselves.

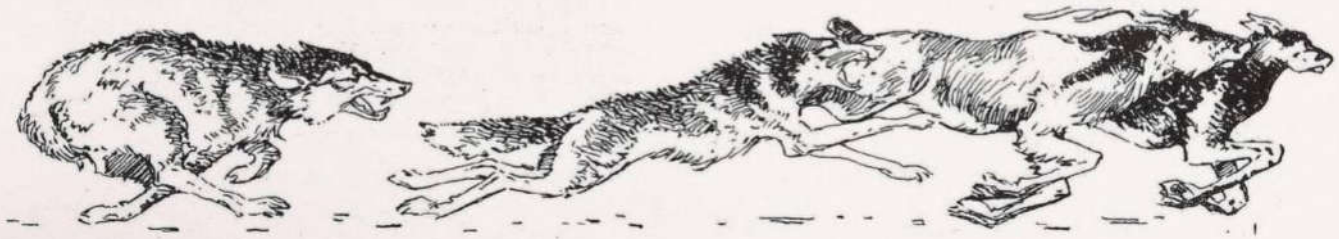
Four more wolves had fallen beneath the bludgeons in the second battle. The living wolves had disappeared. The three lost calves could be used for meat—the always insatiable need for meat.

The men set out wearily to round up the scattered herd. The animals had not gone a great distance before coming upon the bodies of the wolves slain in the first battle. They halted in new alarm, but their headlong flight had been checked. There was uncertain scattering in long straggling lines east and west. The men toiled on into the darkness.

The cold was intense, but the night was clear and windless. It was a night when the great lights moved down from the North and danced among the stars. A faint reflection of colour glimmered from the waste of snow. The deer made dark patches as they moved slowly together. When the men called to each other through the soundless night, their voices were thin and clear. Guiding cries were passed from man to man, even to Mikel farthest west, and Akla working on the east.

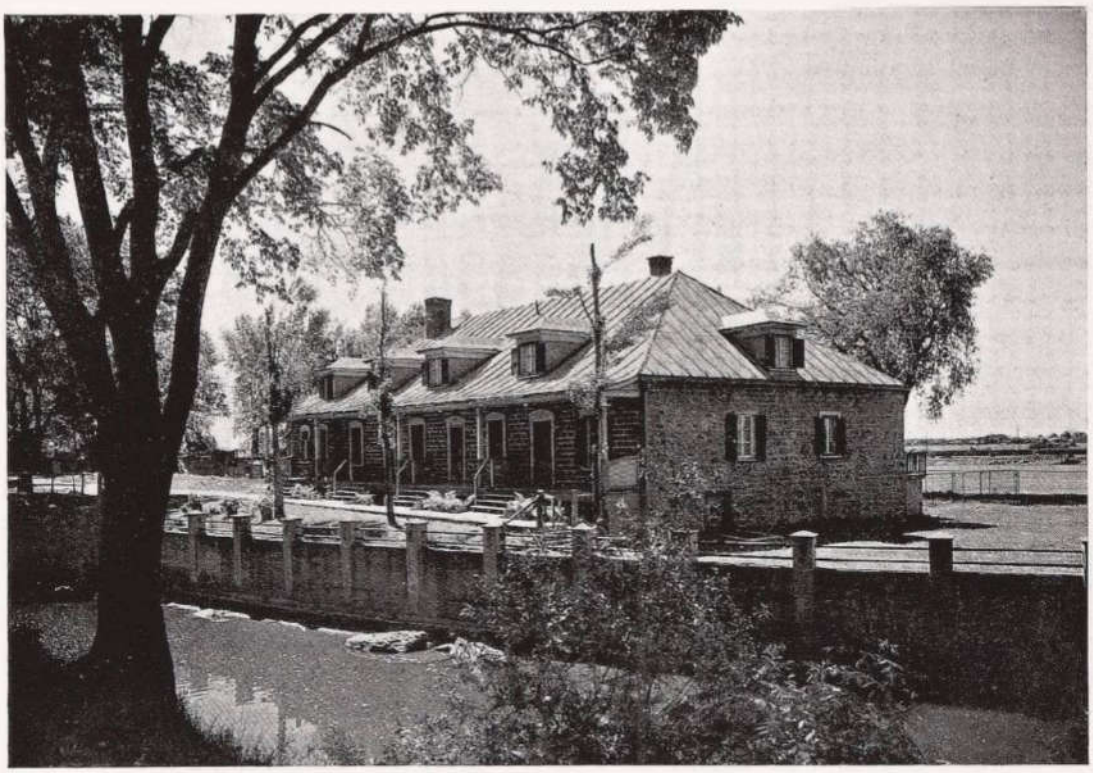
Slowly, patiently, convergingly they gathered, moving to a common centre. There were no dogs; they had been left in camp lest their barking warn the wolves before the men could set upon them. Through the long white night the men toiled; driving, urging, persuading. At last the deer were together in a single herd and the herd was brought near the camp.

The men had moved over the snow so long they were almost unconscious of effort. They pushed the skis with an endless mechanical stride like wooden men unable to stop moving. Once their momentum had ceased, they [*Continued on Page 64*



The Emperor at Lachine

By CLIFFORD P. WILSON
Montreal



Built over a hundred years ago, this former Hudson's Bay Company storehouse in Lachine is now used as a dwelling. Within the last fifteen years its appearance has been greatly changed by such alterations as a tin roof, shutters, a verandah, "cut-stonework" painted on the old field-stone walls, and the modernization of the dormers. The cement retaining wall is also a recent addition. In the foreground is the old Lachine canal, built between 1821 and 1824, but no longer in use. Here it was that the Hudson's Bay Company canoes were moored, and here Sir George and his titled companions embarked, during his voyage round the world in 1841. The photo is taken from the Toronto-Montreal highway, just across the road from the site of Hudson's Bay House. This storehouse is quite possibly the one where the then future Lord Strathcona was ordered by Sir George to begin his career by counting rat skins.

EVER since the coming of the French to Canada, the locality of Lachine had been the port of departure for canoes bound for the fur countries. The reason for this, of course, was the presence of the Sault St. Louis, or Lachine rapids, barring the progress of ships and shallops up the St. Lawrence. Yet, even after the Lachine canal was opened to traffic in 1825, the village at the rapids' head continued to be the "jumping off place" for the canoe brigades until the railway was put through some thirty years later.

During the days of the Nor'westers, and later of the Hudson's Bay Company, the scene of bustle and excitement there during the annual spring exodus of the voyageurs must have been picturesque in the extreme. Just before the ice went out of Lake St. Louis, the canoemen—French-Canadians, Indians, and half-breeds—would begin their traditional celebrations. Weary of the long uneventful winter, and all agog at the thought of getting out on the rivers and trails again, they would gather at Lachine two weeks in advance and spend their days and nights dancing to the fiddle and the concertina, singing the *chansons* of old France, making love to their womenfolk (or each other's), and spinning those fantastic yarns of theirs which gave rise to the saying: "*Les voyageurs n'ont jamais vu les petits loups!*"

Sir George Simpson—

The second article in a series on Sir George Simpson and the Hudson's Bay Company's headquarters at Montreal dealing with certain aspects of Sir George's character and his life at Lachine. Mr. Clifford Wilson, as a result of much research, is producing in these articles hitherto unpublished material on this famous resident governor of the Company from 1839 to 1860.

As might be expected, the flowing bowl was the pivot about which these festivities revolved and, as the time of bidding farewell to their wives and sweethearts drew near, there were few who did not make full use of it, either to increase their joys or drown their sorrows, as the case might be. It was therefore the aim of the Company officers in charge to keep the time of embarkation a secret, giving the men plenty to do and then suddenly leaving on very short notice. By this means a final grand carousal was often prevented, and the men set off on the long voyage in a more or less sober condition.

At such times the scene opposite Sir George's big house must have been full of life and sound and colour—the gaily costumed voyageurs hurrying to and from the warehouses with their burdens; the big brightly painted canoes moored along the wharves; the shrill babble of the women warning their menfolk not to forget this and that; the rumbling ox-carts on the jetties; the shouts and laughter drowning out the protestations of fidelity and whispered farewells; and at last the word of command from *le maitre*, as each heavily laden canoe swung out and away up the lake to the strains of some age-old chanty.

We can imagine too (if we like) the little Scotsman who was ultimately responsible for it all standing on the balcony of his house across the road and beaming down on the throng with an amused and fatherly eye. But more than likely he was as busy as (or busier than) anyone else, giving orders here, there and everywhere, in his office, in the warehouses, and on the crowded docks; for it was a matter of personal pride that no detail should escape him. In his early years with the Company he had taken great pains to familiarize himself with every detail of every department, and had been duly commended therefor in the highest possible terms by the Governor and Committee in London.

Beckles Willson writes of him as "a man of merciless method, unsparing of detail when it conduced to clarity or order, no matter what pains it cost his clerks or what time it involved. All stores had to be listed and elaborate inventories made down to a packet of needles or a fraction of a pound of sugar. Simpson's aim was, as he himself boasted, to be able to ascertain in a moment exactly what was, or should be, not only in the cash box and fur room but in the larder of every one of the hundred and seventy posts of the Company from Ungava to Vancouver Island, and from the Arctic Circle to Red river. He carried the practice of economy to great lengths, but, as was frequently remarked by his subordinates, not a little of his economy was of the penny-wise-pound-foolish order."

To be specific, this criticism was made by John McLean, whose antipathy towards the little governor is well known, and who wrote, in one of his bitterest moments, that "in no colony subject to the British Crown is there to be found an authority so despotic as is at this day exercised in the mercantile colony of Rupert's Land, an authority combining the despotism of military rule with the strict surveillance and mean parsimony of the avaricious trader. From Labrador to Nootka Sound, the unchecked, uncontrollable will of a single individual gives law to the land."

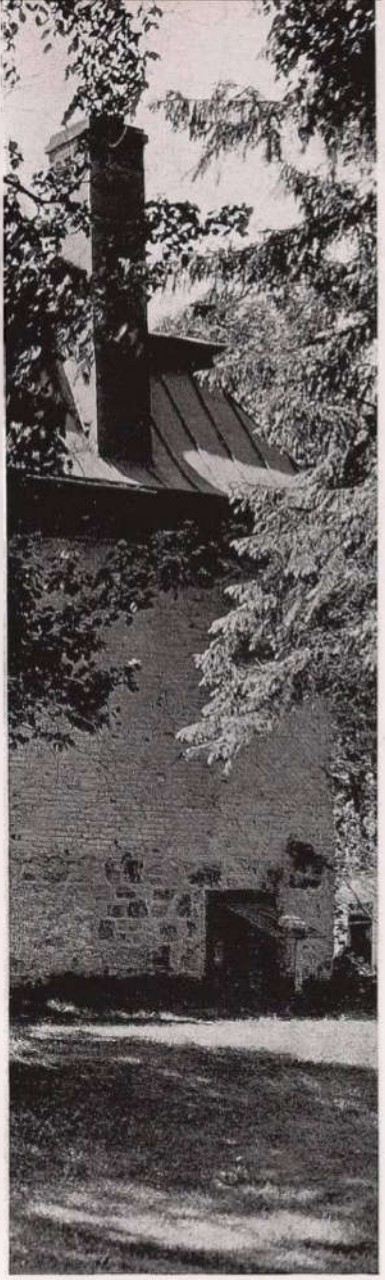
But, admitting that McLean may have been prejudiced, it is evident from the criticisms of other writers that Simpson was excessively arrogant and imperious towards the servants of the Company. The Emperor Napoleon was his ideal, almost his passion, and he assiduously set himself to cultivate the great man's bearing and behaviour. Even the kindly John Stuart, who was friendly with him both at York Factory and in London, found him difficult at times; but he was able to see the other side of Simpson's character too. Writing in 1836 from London, he says:

"Really I could not, if I was to attempt it, earn the kind attention I experience from Mr. Simpson, whom I see daily perhaps half a dozen times, mostly at my own lodgings. . . . I think that I know him better than most people, and am satisfied that when left to himself unbiassed to follow the dictates of his good heart (a contrast to McLean's reference to his 'cold and callous heart'), there cannot be a more kind or better man; but he is alike easily influenced by the flattery and prejudice of others, and when once aroused, excitable and without much reflection, and will go any lengths."

In 1838 Stuart learned that his nephew, young Donald Smith, had elected to serve the Company and was already stationed as an apprentice clerk under the watchful eye of the governor at Lachine. "The only, or at least the chief, drawback," he wrote to him, "is that you are dependent upon the goodwill and caprice of one man, who is a little too much addicted to prejudices, for speedy advancement; but this is probably true in many other spheres of commercial endeavour. . . . There is, I may say, no man who is more appreciative of downright hard work coupled with intelligence, or one more intolerant of puppyism, by which I mean carelessness and presumption. It is his foible to exact not only strict obedience, but deference to the point of humility. As long as you pay him in that coin you will quickly get on his sunny side and find yourself in a few years a trader at a congenial post, with promotion in sight."

SIR GEORGE SIMPSON'S COUNTRY HOUSE
ON DORVAL ISLAND, NEAR MONTREAL

The house was built in 1855 and it was here that Sir George entertained the Prince of Wales, later King Edward VII, and his suite to luncheon in 1860, having previously staged a grand canoe race in their honour.



The future Lord Strathcona, however, was not destined to escape that dread charge of "puppyism." In 1830 the governor had married his cousin, Miss Frances Ramsay Simpson, who was only seventeen at the time, and a lady of considerable charm. She was, in fact, twenty-six years younger than her husband, and she can hardly be blamed for seeking the company of some of the "indentured young gentlemen" when the governor was away on his annual trips to the West.

When young Donald Smith, who was seven years her junior, arrived at Lachine, she was, we are told by one of his fellow apprentices, "attracted by the simplicity and gentle address of the newcomer's manners. She invited him to tea; she occasionally commanded his escort on boating excursions. Once, after the governor had returned after an absence at Red River, we heard that there had been a scene, and that in consequence young Smith, although innocent of any offence but that of obliging a lady, was in disgrace, one gentleman averring that he had heard the governor, in a highly pitched treble, declare that he was not going to endure any 'upstart, quill-driving apprentices dangling about a parlour reserved to the nobility and gentry.' I am not sure that those last words were actually uttered by the governor, but they represented at least the current opinion as to the purposes for which our autocrat reserved his parlour."

Whether this had any effect on the governor's subsequent dealings with his eventual successor, it is impossible to say. John Stuart had said in his letter to his nephew: "Your sojourn at Lachine can hardly last beyond the coming winter (1838-9), and instead of the West, you may be sent to one of the King's posts or to the Ungava, if the governor still has that bee in his bonnet." In the course of the next two years, Smith was sent to the Lake of Two Mountains and other posts in the Ottawa valley, but he was again at Lachine when the proud little governor, now Sir George Simpson, K.B., arrived with his titled travelling companions on his voyage round the world.

This was in the spring of 1841. The party arrived at the end of March and stayed for over a month, while Sir George no doubt attended to business from which he had absented himself since 1839. Part of this business was to transfer Donald Smith to Tadoussac on two days' notice. Navigation on Lake St. Louis was opened by the first steamer of the season on May 1st, and accordingly on that day the first brigade of heavy canoes was dispatched to the northwest.

Sir George and his party, which included Lord Caledon and Lord

The summer home stands by the St. Lawrence river which, with the south shore, is visible at the left side of the lower picture.

Photographs by
HARVEY BASSETT

Mulgrave, set out three days later, travelling in two "light" canoes manned by twenty-seven picked voyageurs. The governor is said to have preferred French-Canadian canoemen to any others, but it is noteworthy that the men he chose for this important voyage were mostly Indians, or at least half-breeds. This, however, may simply have been done in order to lend an extra touch of romance—a bit of local colour, calculated to impress the visitors.

"By nine o'clock," writes Sir George (?), "our two canoes were floating in front of the house, on the Lachine canal. The crews, thirteen men to the one vessel and fourteen to the other, consisted partly of Canadians, but principally of Iroquois from the opposite village of Caughnawaga, the whole being under the charge of my old and faithful follower, Morin. To do credit to the concern in the eyes of the strangers, the voyageurs had been kept as sober as voyageurs could be kept on such an occasion; and each one had been supplied with a feather for his cap. This was all very fine; but the poor fellows were sadly disappointed that a northwester, which was blowing prevented the hoisting of our flags."

He then goes on to describe the canoes themselves, which, he says, were about thirty-five feet long and five feet wide amidships. They drew,when loaded, about a foot and a half, and weighed by themselves between three and four hundred pounds; which means that on the portages, with two men to a canoe, each of them had to carry between one hundred and fifty and two hundred pounds over the rocky, tree-strewn trails. This may seem a lot for one man to be burdened with, even in these days of well cleared portages, but the voyageurs of Lachine and Caughnawaga were supermen when it came to hard labour.

The baggage was usually made up into ninety-pound packs, and each man would carry two of these at once. Nevertheless, their strength seems to have been nothing compared to their amazing endurance. Every day, according to Sir George, they would work for sixteen hours out of the twenty-four. They would get up at one a.m. to begin the daily grind, go ashore for breakfast at eight (*i.e.*, they would presumably work for seven hours on a practically empty stomach), for a cold lunch at two, and to retire for the night about seven. "This almost incredible toil," writes the governor, "the voyageurs bore without a murmur, and generally with such a hilarity of spirit as few other men could sustain for a single forenoon." Nothing is said, however, about what would happen to his "poor fellows" if they showed any signs of slacking.

Sir George was famous throughout the Company's domains for the relentless way in which he drove on his voyageurs, and doubtless on this particular voyage he was especially anxious to show off in front of the "nobility and gentry." Driving on the noble Iroquois may not have been so easy, but the governor knew they would work as hard as anyone as long as they could look forward to a suitable reward. "It is not for your cloth and blankets," some Indians had told him during his early years with the Company, "that we undergo all this labour and fatigue, as in a short time we could reconcile ourselves to the use of skins for clothes as our forefathers did; but it is the prospect of a drink in the spring, to enable us to communicate freely and speak our minds to each other, that carries us through the winter and induces us to work so hard." We can only hope, then, that what kept them working so hard through the summer was the prospect of a drink in the fall.

Sir George's description of the Canadian portion of his voyage is to be found in the first volume of his "Journey Round the World," which was published in 1847. Doubt has often been cast on the veracity of the title page, which proclaims that the governor himself was the author of the work. Many attribute it to Dr. Thom, a journalist, of Montreal. In support of this contention, it is interesting to note that one of the copies of the book in the McGill University library, which was once the property of F. Griffin, the well known collector of *Canadiana*, contains this note by the original owner:

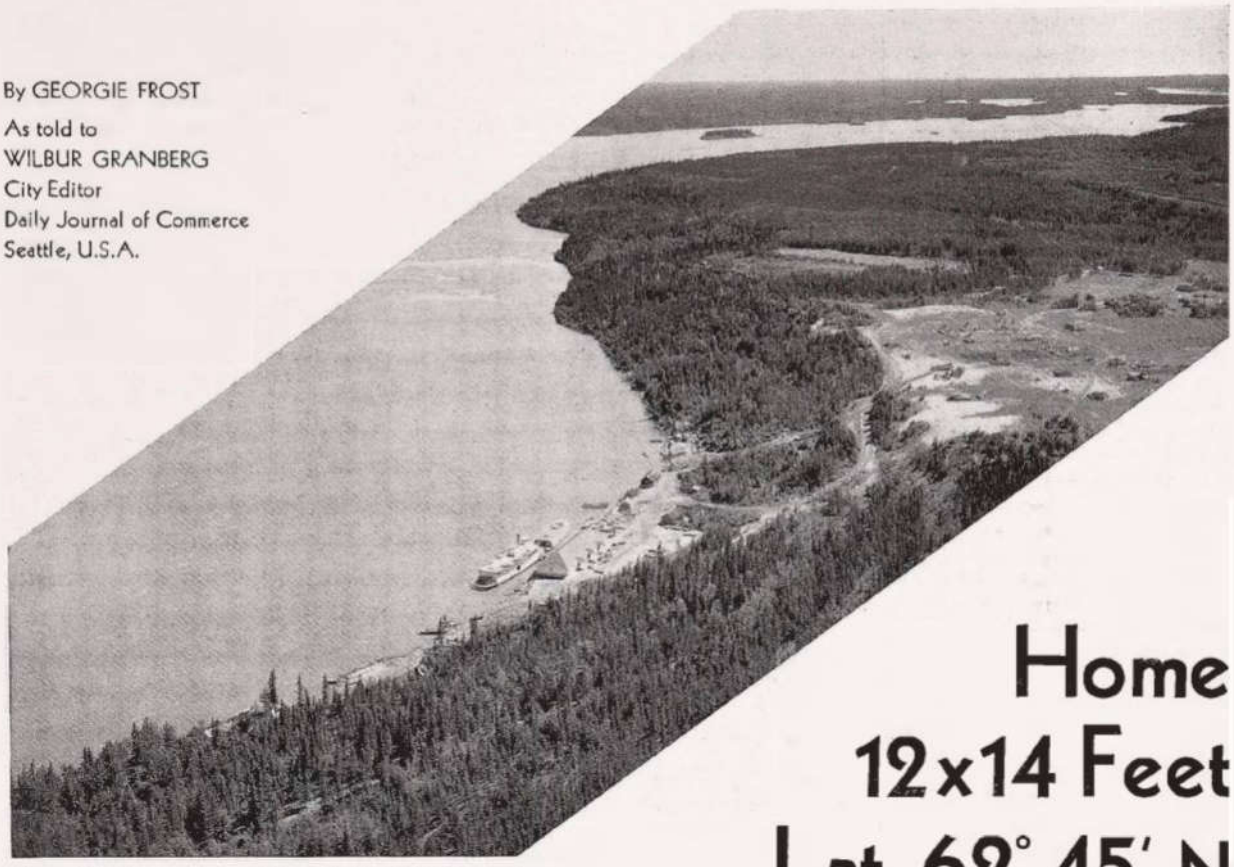
"Sir G.S.'s journal, during ye time of this 'Journey Round ye World,' was kept by his secretary, Mr. Edward M. Hopkins, until March 1842, when they separated at Honolulu (vol. II, p. 143). From it, and its continuation by Sir George himself, these two volumes were compiled by ye learned Adam Thom, Esqre. (now LL.D.) ye Recorder of Rupert's Land from ye spring of 1839 to ye spring of 1855. . . . "

The book also contains an autograph letter from the governor to Mr. Griffin, dated at Hudson's Bay House, Lachine, 7 Dec., 1859, and giving him Thom's address in Edinburgh. Incidentally, the learned gentleman was recorder of the Red River Settlement, not of Rupert's Land.

Sir George was about fifty-five years old at the time of his world tour, but he continued to make his annual voyages of inspection to the western posts for nearly twenty more, travelling in the big canoes with his chosen voyageurs. Thus to the very end he not only kept himself supplied with first hand knowledge of the Company's entire range of business, but also impressed the factors and traders of the remotest posts with a sense of the unifying power of his authority. His reputation is chiefly one of harshness and arrogance, but there is no doubt that to many he was kindliness itself. He was approachable, as Dr. Bryce says, to the humblest, and listened to many a complaint and grievance with apparent sympathy and great patience. And so, combining the qualities of a friendly adviser with those of a despot, he welded together all the divergent interests of the Great Company and ruled them with an absolute authority.

The next, and concluding, instalment of this interesting series of articles on Sir George Simpson which Mr. Clifford Wilson has written for The Beaver, and which are throwing a great deal of new light on Sir George's character and his life at Lachine, will deal with his last days there, his reception in 1860 of the Prince of Wales, later King Edward VII, and the grand canoe spectacle arranged in the Prince's honour, and Sir George's sudden death a few days after the reception. Mr. Wilson has given his subject great study, and it is extremely interesting to read in the concluding article his opinion, formed after this study, that Sir George's love of display was not by any means all for self-glorification, as it has so often been stated, but that first and foremost he was an energetic and loyal Company officer.

By GEORGIE FROST
As told to
WILBUR GRANBERG
City Editor
Daily Journal of Commerce
Seattle, U.S.A.



Home 12x14 Feet Lat. 62° 45′ N

Above: The Water Front at Fort Smith, N.W.T., at the northern end of Smith Portage, over which Georgie Frost and her husband travelled. The HBC "Distributor" can be seen at the wharf. (Photo R.C.A.F.) Below: Georgie Frost displays two good reasons why she loves the North.

Married at the Age of Nineteen, Georgie Frost Found That a Log Cabin and Snowshoes in the Northwest Territories Far Surpass Silk Stockings in Montana, U.S.A.

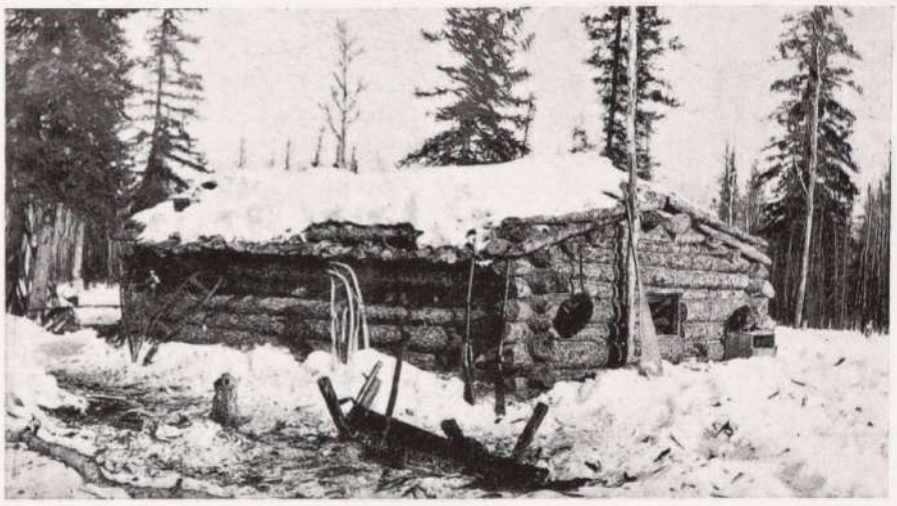
THE lure of Canada's Far North called me, a nineteen-year-old girl, all the way from Montana, U.S.A., to follow the streams and trails of the Mackenzie district, Northwest Territories, in the thrilling search for fur. Like it? I loved it! As far as I am concerned, the North is my new home, and I wouldn't trade a snowshoe trail and moccasins, or a canoe and a wide stream, for all the concrete and high-heeled shoes that the cities can give me. And I have lived in the bush for over two years and should know.

When my husband, Chris Trebesch, and I were married and decided to leave the States for the North, my family pleaded with me not to go.

"You'll freeze," they argued. "And how about the wolves, snow, ice and blizzards?"

All I can say is that I have been colder going to school in silk stockings than I ever was in the North, and, as far as I know, wolves never bother anyone, and the snow and cold the tenderfeet rave so much about are not bad at all when one is properly dressed for them. When we decided to go north, the depression was just

beginning to make itself felt. It was time to do something about it. So, as my husband had been trapping up North before, we made up our minds to try it again. He was a good woodsman and able to take care of both of us, and I wasn't worried a bit.



"Home Cabin"

Turning a deaf ear to pleadings of friends and relatives, Chris and I went to Edmonton, Alberta, where we bought our outfit, including two Chestnut canoes and an outboard motor. We took the train from there to Waterways on the Athabasca river, where we started our long trip down stream, across Lake Athabasca, down the Slave river, across Great Slave lake (the fifth largest on the American continent), and then down the great Mackenzie river for a short distance to Fort Providence, where we rested before completing our trip to the bush.

Coming from a state where I had seen no really large rivers, I was awed by the size of the Athabasca. It didn't seem to me that our fragile canoes could live on it; but I found out before long that they are very sturdy and can stand almost anything, if handled rightly. The canoe on which we used the outboard motor was an eighteen-footer, while the other, which was lashed alongside, was sixteen feet long. We had about two thousand pounds of freight and the canoes carried it handily.

By the time we got to Lake Athabasca, I was getting used to canoeing and, though the lake was rough, I didn't mind it. It was dark when we crossed, but we found the channel all right and then entered the Slave river to go down to Fort Fitzgerald. Here we had to have our stuff portaged to Fort Smith, a distance of about sixteen miles, because of the rapids in the river. In the olden days men had to carry their outfits across on their backs, but today there are trucks to do this. About half way to Smith we crossed the boundary line between Alberta and Northwest Territories. The line is just a lane cut through the trees, but I thrilled to cross it and enter the romantic country about which I had read so much.

After a few days at Smith, we started again down the Slave. The wide, slow stream, wooded on both sides, was beautiful to navigate, and we travelled easily and rapidly to Great Slave lake, where we stopped briefly at Fort Resolution. Then we moved to an island a short way out in the lake and waited for the weather to calm before crossing to the mouth of the Mackenzie. Here my husband taught me how to use a rifle, and I hunted ducks while he put out the nets to begin catching the winter's food for the dogs. One day Chris dared me to walk all the way around the island, knowing that this little girl had been afraid of the woods alone. But I fooled him.

Fort Fitzgerald at the southern end of Smith Portage, showing the settlement and the Cassette rapids in the background. (Photo R.C.A.F.)

Already I was beginning to learn the ways of the North and could take care of myself pretty well; although now and then I did get wet getting out of the canoe!

Trying to find the entrance to the big Mackenzie river is like looking for a needle in the proverbial haystack, unless you are an old-timer in the country. With the water rolling pretty high, we started out, trying at first to keep along the shore; but as weeds kept getting caught in the propeller, we finally started right straight across. We had tarpaulins tied down over the outfit, but now and then a big wave would splash in the

bow of the canoe where I was sitting and give me a bath. I didn't dare let Chris know I was kind of afraid, and I was glad when we were safely across and started down the river. When we camped that night I felt like a veteran as I snugged down in my eider-down sleeping bag.

It was an easy jaunt now to Fort Providence, and we were moving right along when Chris suddenly shouted:

"There it is—there's the old fort now!"

I was thrilled to pieces. Chris had told me so much about Fort Providence and the friendly people there that I could hardly wait to see it. I almost upset the canoe again by trying to stand up to get my first glimpse of the red roofs of the Royal Canadian Mounted Police barracks, the white buildings of the Hudson's Bay Company and the cabins of the Indians and trappers. There they were—huddled on the banks of the river, brave, hospitable, standing for everything the North demands.

Chris gets a fox while out with the dog team visiting the trap line.

The fort seemed like home. Chris said it was to be our nearest bit of civilization and that here were the last white men and women I would see for many months.

I loved these people, of whom there are only too few in the North. There was Mr. McLeod, who operated the Hudson's Bay Company post; Constables Lee and Martin, of the police; Mr. and Mrs. C. E. Ferguson and Mr. and Mrs Harnois, trappers. We had great times together. They were eager for fresh news of the "outside," and I was just as anxious for stories of the North, wanting to learn all I could about the country, already loving it.

Although I was just a kid, I took my place with these older women who had spent many years in the Mackenzie district with their husbands, making homes, conquering the North and pushing back the last frontier of civilization on this continent until it threatens the North Pole itself. The North is not really as uncivilized as the story books would have you believe; not many people there, it is true, but these few are the best on earth—they have to be, or they couldn't love and mother the North as they do. Something in the appalling greatness and grandeur of the country gets in one's blood and makes one a very different person from the humans who walk our city streets.

After completing our outfit from the stock at the Hudson's Bay store and acquiring three dogs from some Indians, we started down the river again crossing Mills lake and turning into the Horn river to travel up stream for a change. At the mouth of the Horn, a small stream, we cached the motor high in a tree and each took a canoe from here on—Chris the big one, I the small one.

It was a different matter travelling the Horn river. In some places it was too swift for paddling and the rapids necessitated our walking along the shore and towing the canoe by long ropes. This was hard work; sometimes too tough for me, so I would simply snub the rope around a rock and wait for Chris to get his canoe to quiet water, when he would come back to help me. I'll wager that many times he wished he had a husky man for a partner instead of me, but he never said anything.

We had a breathing spell when we reached Mink lake. After Great Slave, it didn't look much bigger than a pond, being only about four miles long. Leaving it and travelling the zig-zag course of Birch creek for about sixty-five miles, we came to our "Home Cabin." Chris had warned me not to expect anything, vowing that it wasn't much; but when I nosed my canoe against the bank it didn't take me long to jump out and run across the clearing to the little cabin.

I loved it from the start! It was very small, measured as houses go, but large enough for us and small enough to keep warm. It was twelve by fourteen feet in size and had a sunken dirt floor dug out well below the level of the ground outside, with a low roof and small door, so it was easily heated and very comfortable, even when the wind howled its worst. It didn't take me long to put up some bright curtains, build a few shelves and give Home Cabin a very cozy feeling. It was the first home of my very own—the first Chris and I ever shared—and I was proud of it!

Chris had cleared a nice little yard and built two food caches on high platforms set on poles. Near the cabin was a woodpile, and Chris taught me to use the axe properly so that I could add to it while he fished and caught countless numbers to keep the dogs supplied during the winter. We both hunted and secured many ducks and partridges.

It was a busy time, this preparing for winter. Then one day thin ice formed on the creek.

"It won't be long now," Chris cried, as we pulled the canoes out.

He was eager for winter with its ice and snow, as it is much easier travelling then—better than dragging a canoe upstream, or even paddling one down.

The first snow fell and I was happy as a child. I couldn't wait to take my first snowshoe walk. Chris was hurrying to get his traps and bait ready, anxious to start setting them on the long line that would take him up to Birch lake, to the north and south of that lake and back down to Mink lake.

While waiting for the ice to form, Chris laid out a small trap line for me back of the cabin into the woods. It was to be my very own, and he said I could keep all the fur I caught on it. He set the traps for me and I looked forward to visiting them alone, hoping every day for a fox or lynx, but knowing that I would probably get only a weasel that near the cabin. He also set out snares to catch the big white snowshoe rabbits, as they would vary our diet.

Finally the big day came, and with the sled loaded with food, traps, bait and bed rolls we set out. The dogs, straining to be off, were as eager as I was myself. I found snowshoeing is hard work when you are not used to it, and realized it would take many hikes before I could use the webs comfortably or with any great speed. Chris took pity on me this first time out and travelled slowly, for which I was grateful!

I will never forget the first piece of fur we caught. It was a lynx, about five miles up the creek, on our third day out when we were returning to Home Cabin. That was one of the biggest thrills I have ever had! Chris hit him with a club and then stood on him until he could feel through his moccasins that the heart had stopped beating. He let me take it from the trap, as it was the first piece of the season and he wanted good luck. Happy? Happy and proud.

As the weeks and months slipped by, there was more fur—fox, lynx, weasel and mink. I never tired of stroking the soft pelts, admiring the glossy coats the little foxes wore and the thick cloaks of the lynx. I realize now that the thrill of fur to a trapper is even greater than the gleam of gold to a prospector—and many times more certain.

Winter came, not dark and dreary, but full of thrills, whether I was on the trail swinging along, carefree and happy, glad to be alive, or whether I was snug in the cabin mending clothes or planning new dishes to please Chris when he came in from the trail after having been gone maybe a week checking traps.

Just before Christmas Constable Lee and his Indian interpreter, Albert, came mushing up with a jingle of bells from Fort Providence to pay their annual visit to trappers in the bush. I was glad to see them and we talked for hours, but when they had gone I regretted but little our lack of companionship. We were at peace, Chris and I, king and queen of our own little domain, gleaning a good livelihood from the North, even as much older trappers have gained it.

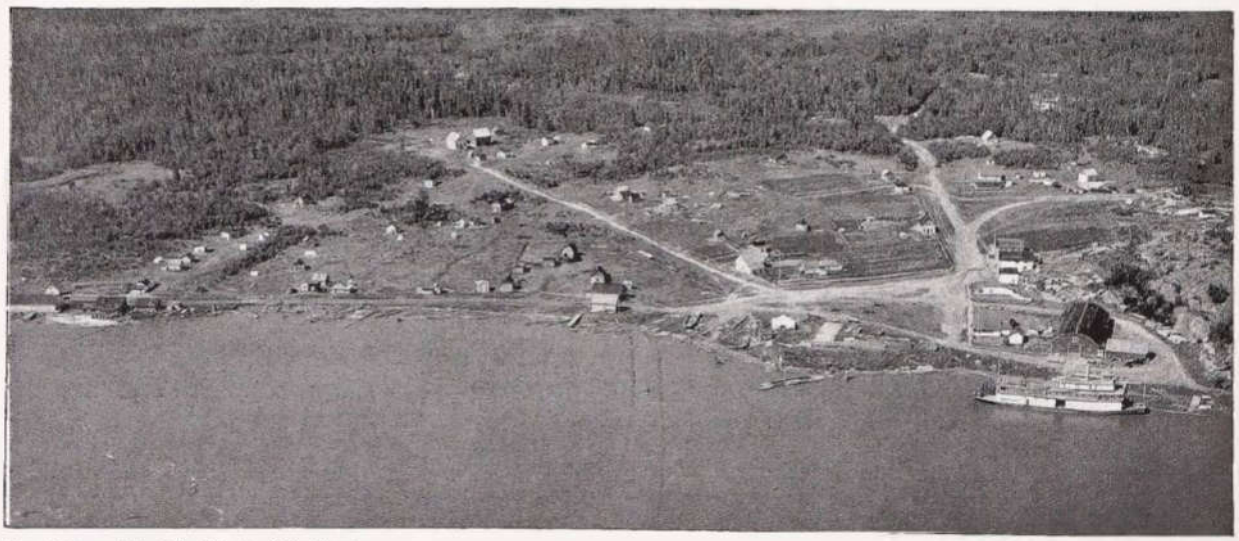
Then spring came and the ice went out. In April there was enough water in the creek to start out on our muskrat hunt, and after that, when summer was well along, we went down to Fort Providence to get our outfit for another winter and to sell our fur at the Hudson's Bay post. It was nice to visit with people again, but I chafed to be on our way back to the bush and Home Cabin. I had come to know what home means—and it means much in the North.

Better able to take care of myself, the second winter was even better than the first. There were times, of course, when I got somewhat homesick thinking about the folks back in Montana; sometimes little things went wrong, as they will do; but, on the whole, those two years in the North were the happiest of my life.

As I tell this I am "outside" for a change. The mere relating of this story makes me long for the North—for the feel of the clean air, a soft trail, purling water, the weaving, playing northern lights and the endless summer nights. And I am going back soon, to cry again along the Birch creek trail:

"Mush there, Major. Get along there, Brownie, get along."

I am going back all right—going back to put a light again in Home Cabin and join those other women up there in winning the North!



Fort Fitzgerald at the Head of the Portage. (Photo R.C.A.F.)

Indian Beaded Belts

By MARY WEEKES, Regina

REAL wampum or treaty belts—belts embroidered with beads carved out of clam, oyster, quahog shells, or other hard mineral substances—are seldom seen nowadays, except in museums, but their descendants, belts made out of bright coloured European beads brought to Canada for centuries by the Hudson's Bay Company, are plentiful enough amongst the prairie Indians.

Perhaps nowhere in Canada today are such colourful beaded belts to be found as in what is classified by ethnologists as the Plains "culture area" of the Indians. This area extends westward from Manitoba across the prairies to the Rockies and for an appreciable distance northward. It includes Cree, Sioux and Blackfoot people.

True, these modern belts do not possess the political or religious significance amongst the Indian people of today which wampum belts did amongst the Indian tribes of long ago, nevertheless they are designed with great skill, and are extremely artistic.

Wampum belts were, from the earliest days of settlement in Canada, a medium of exchange between the Indians and the white invaders. They regulated to a great extent war, peace, religion and commerce, and always, of course, they were worn for decorative purposes. Wampum belts figured importantly, too, in the making of Canadian history. At a picturesque meeting held at Three Rivers, Quebec, on July 12, 1644, and presided over by Sieur Maisonneuve, governor of Montreal, wampum belts, seventeen of them, were used to conclude treaties between the Indian tribes themselves, and between the Indians and the French. The colours used in the wampum belts of long ago had special significance. Red belts meant a declaration of war, black signified sorrow or death, while white belts were given and accepted as pledges of peace.

But colours, no matter how glowing, apart from their use in forming brilliant designs in their handicraft, mean nothing to the Indian people of today. Belts are made by them solely for ornamental purposes, for wearing at Indian dance gatherings in the reservations, at provincial or local fairs, or at parades and celebrations of importance.

Belts of the Cree tribes are eagerly sought after by collectors of Indian curios because of their fine workmanship and skilful combinations of colours. A good Cree belt has a surface as smooth as a piece of tapestry. Each bead is sewn separately to the cloth, canvas, leather, or whatever the background may be, hence the regular mosaic effect. The Sioux and the Blackfoot workers, on the other hand, sew the beads to the background in rows. Four or five beads are threaded upon a sinew or thread, then laid flat to the cloth and fastened. The process is continued back and forth until each row is finished. This arrangement of rows of beads gives the finished work a bold ridged effect which is very decorative.

It has been stated that some of the old-time treaty belts were composed of as many as 7,000 or 8,000 beads. In a fine Cree belt thirty-seven inches long and four and three-quarter inches wide in my own collection, I counted 280 beads in one square inch, this making approximately 29,280 beads in the belt, each one sewn on separately to form a most intricate design. Imagine the time and patience required by the worker to make a belt of this style without any definite design except that carried in her head and by counting the beads as she weaves!

It is the many and varied designs, too, that intrigue the curiosity of the observer of Indian handicraft. Handed down, as most of the patterns in the Indians' belts have been, from one generation to

another, they have lost none of their vigour and artistry in the transition. Family tradition can be traced in the patterns that were old to the women of the tribes when Canada was an infant nation. As for the war victories, disasters, and alliances portrayed in them, ask any old woman of the tribe what they mean and she, if you are her friend, will come to life immediately, hunch her miserable shawl more closely around her thin shoulders, point to a pattern embroidered in vivid colours, and tell you of the long past glory of her tribe. Or she will trace with quivering finger curves outlined in black supporting branches of floral design; this, she will tell you, represents the wiping out of a tribe, and, if you are sympathetic, she may tell you that these branches or stems represent so many tents (so many people). All this in the long ago, she will point out, but that now peace prevails. If, on the other hand, you are not a friend of the copper-skinned old woman, but merely a curious visitor, she will maintain a curious silence, and you will go away rebuked.

But, lest the unwary collector think that all he has to do is to take a run through a prairie Indian reservation to pick up these fine beaded belts, let him be warned ere he start that it is difficult for a stranger to know where to look for the best examples, and in any case to have his pockets well lined with good Canadian dollars. The Indian women of today are not tricked with glowing baubles. They know to the fraction of a cent the commercial value of their handicraft and, apart from price, it takes a good deal of clever persuasion to induce them to part with their finer pieces.

Here and there throughout Western Canada art and museum groups are at last awake to the fact that some of the finest specimens of native Indian craft are being picked up by collectors to enrich the museums of other lands.

In 1932 the arts and letters committee of the Local Council of Women, Regina, set aside a small sum of money for the purchase of Indian beadwork, hoping to make this an annual and definite commitment of the committee. A few fine pieces of beadwork were bought, and the collection was added to in 1933. This small collection, which it is hoped by the committee may form the nucleus of a permanent collection for a museum, has been placed in the library of the parliament buildings, Regina. This space was provided by Hon. J. F. Bryant, minister of public works, whose interest in the preservation of the history and examples of the arts and crafts of early settlers is well known.

Nor are westerners alone in their encouragement of the Indians in the preservation of their craft. In speaking of the importance of securing western Indian work for the coming exhibition October 21 to November 5 in Montreal, Miss Alice Lighthall, the chairman, states:

"If the western Indians can be induced to send for entry forms as soon as possible, it should assure a representative Indian section in the fall exhibition. This in turn should do much to stimulate interest in genuine Indian crafts and at the same time tend to discriminate against the cheap imitations which are threatening the life of the industry."

It is to be hoped that art and museum groups will continue their interest in the collection of Indian handicraft in order that this fine native craft of the West and other sections of the country may be preserved.

A Stony Indian and His Squaw. The man, it will be observed, is wearing moccasins decorated with porcupine quill work.

H B C and the Royal Society

As early as 1737 the Hudson's Bay Company was making contributions towards scientific investigation. Geological, botanical and zoological specimens were sent to the Royal Society from Hudson Bay, and hospitality was shown to the society's astronomers at Fort Prince of Wales in spite of the fact that one of them "left coming to praiers" but "when the Praiers wass over and the Dinner came upon the Table he came up as Ueswell."

By R. H. G. LEVESON GOWER
Archivist of the Company

THE Royal Society for scientific investigation was constituted in 1660, and two of its original members were Sir Christopher Wren, the architect of St. Paul's Cathedral, and the Honourable Robert Boyle, inventor of the air pump. Wren, be it noted, was a member of the Committee of the Hudson's Bay Company from 1679 to 1683, and from time to time the Company and the Royal Society have been closely associated.

Christopher Middleton, a sea captain, entered the Hudson's Bay Company's employ about 1720, and when at Churchill in 1721 he made some observations on the variation of the magnetic needle. He secured a Hadley's quadrant soon after its introduction in 1731 to a meeting of the Royal Society, and from 1737 he was able to obtain the true time at sea by taking eight or ten different altitudes of the sun or stars when near the prime vertical—a method now in general use at sea. Whether Middleton established the method himself or not, it is certain that he was one of the first to practise it.

He became a member of the Royal Society, and between 1737 and 1742 made a number of communications to it on the variations of the magnetic needle in the Northern Seas, based on his experience as navigator in Hudson Bay, where proximity to the magnetic pole (at that time unknown) presented serious problems.

Miller Christy, in the "Journal of Botany" for November 1922, refers to some plants brought by Thomas Hutchins from Hudson Bay about the year 1773 and still (1922) preserved in the Banksian Herbarium. These plants were apparently collected by Hutchins in response to a request contained in a letter received by the Governor and Committee of the Hudson's Bay Company from six "Gentlemen Members of the Council of the Royal Society" under date January 28th, 1773. Hutchins was a servant of the Company who for several years was employed as surgeon at York Factory and later (1774-1782) as "chief" at Albany. He was apparently a keen and competent naturalist and botanist. He returned to Europe in the autumn of 1773, but on his appointment to Albany in the following year he was asked by the council of the Royal Society to make some philosophical and meteorological observations on their behalf during his leisure time.

In compliance with this request, he forwarded to the Governor and Committee in September 1774 a book containing some observations on the dipping needle which he had made during the voyage out to Albany, together with a letter addressed to the Royal Society which he asked should be forwarded on in the event of concurrence.

During the period 1775-79, whilst resident at Albany, Hutchins carried out some experiments for congealing mercury by cold, and the result of these he forwarded to the Royal Society in London and to the Edinburgh Society. Their value must have been recognized, for he was presented by the former with a gold medal, whilst the latter made him one of their number.

After Hutchins returned from Albany in 1782, he became secretary of the Hudson's Bay Company in London, a position which he continued to hold until his death in June 1790. In addition to his work for the Royal Society, Hutchins was author of one of twelve manuscript volumes of "Observations on Hudson's Bay" still in the possession of the Company, the other volumes being the work of James Isham and Andrew Graham. Besides remarks concerning the Company's trade and settlements in the Bay, these volumes contain some detailed particulars of the habits and customs of the various tribes of Indians in the locality, together with remarks on birds, animals, insects and vegetation, and vocabularies of the native languages.

Another interesting bond of union between the Hudson's Bay Company and the Royal Society was forged through arrangements made regarding

the conveyance of two astronomers, William Wales* and Joseph Dymond, to Fort Prince of Wales, Churchill River, for the purpose of observing the transit of Venus over the sun on June 3rd, 1769.

In December 1767 proposals were submitted by the Council of the Royal Society to Samuel Wegg†, a member of the Committee of the Hudson's Bay Company, and these were considered by the Committee at a meeting on January 27th, 1768. It was accordingly agreed that the Company would convey the two astronomers and their baggage on one of their ships to Hudson Bay in the spring of 1768 —this was the latest possible date, as the arrival of the ships in 1769 would have been two months too late. They would bring them back to England in the autumn of 1769. The Company undertook to provide the astronomers with lodgings and medicine gratis during their residence at Churchill, whilst they agreed for a payment of £250 to be made in respect of their diet through the period of about eighteen months.

It was also found necessary to send out to Churchill a building in frame to be used as an observatory, and this the Company agreed to transport in the brigantine *Charlotte*, which was proceeding to Hudson Bay in 1768 in addition to the regular ships. Captain Joseph Richards, of the Company's ship *Prince Rupert*, received instructions to convey the two astronomers to Hudson Bay and to accommodate them at his table "in the most convenient manner possible," for which he received a payment of twenty guineas "to provide fresh provisions during their voyage out."

In a letter directed to Moses Norton, "chief" at Churchill, the Governor and Committee stated with regard to the astronomers that:

"Their Diet at the Factory was proposed to be at the Second Table, but as We have placed them at Capt. Richards Table in their passage out, and have made considerable additions in the articles of Wine etc. for their better accomodation, We hope you will countenance them by Dieting with the Chief at Our Factory, or in such other agreeable manner, that there may not be the least Complaint of Disrespect on Our part to the Royal Societys Deputation."

At the same time instructions were issued that all possible assistance in the erection of the observatory was to be rendered by the Company's servants consistent with their other duties and that the observatory was to be erected "upon the most convenient rampart of the fort for making the astronomical observations desired."

Norton was further instructed by the Committee that the Royal Society's deputation was not to be permitted "to have the least Insight into the conduct of the Companys Trade or any other of Our Concerns," and added that all servants were to be "especially cautioned to avoid answering any Enquiries that may be made which do not immediately affect their Astronomical Observations."

Shortly after the arrival of Wales and Dymond at Churchill, Norton returned by the Company's ship to England on a year's furlough, his place being taken during his absence by John Fowler. On August 25th, 1768, there appears the following entry in the journal of Fort Prince of Wales: "the house Carpenter making Cabbins for the two Gentlemen belonging to the Royal Society." And before Norton's departure he was able to report the erection of the observatory on the southeast flanker of the fort.

All through the long winter months the observers waited patiently at the fort in expectation of the events of June 1769, and on March 19th we glean from John Fowler's journal the following account of one aspect of Dymond's conduct during this period:

"This day Mr. Dimond one of the Persons that came to Observe the Transed of Veness Queted the Mass the Reson of which was that he would not coum to praiers. At the first of his cuming for three Months he tanded the devine Servis Verry Constant, and all at Once he left coming to praiers, I boar with it som time axpecting he would coum Everry Sounday but all in Vaine, I found it set a bad Axample among my peeple and maney of them Stayed away, I sent one of my men with my Complyments to him and to let him know that I would be glad of his Company to Prares the messenger brought me for Answer that he would coum. The Bell was roung for Praiers but he did not coum when the Praiers wass over and the Dinner came upon the Table he came up as Ueswell and I told him them that would not pray with me of a Sunday should not Eat with me of a Sunday that wass all that passed one Munday I sent one of my Officers to Ask him to Dine as Ueswell but he Refused Coming, so After that sent him part of what I had got at my Table, he had got a man to Tend him and a fier in his Rome, so I thinck he will take no harme."

The following is an extract from the entry in the journal of Fort Prince of Wales on June 3rd, 1769, the day of the eclipse:

". . . . an Acct. of the Transit of Venus Passing a cross the Soun by Mr. Wm. Wales one of the Gentlemen sent out by the Royal Society to Observe the same is as follows:

The External Contact at the beginning	12h	57″	8″
Internal Contact at Do.	1	15	21
Internal Contact at the End	7	0	46
External Contact at Do.	7	19	2

"By Mr. Dymond as follows:

External Contact at the beginning	12″	57″	1
Internal Do.	1	15	25
Internal Contact at the End	7	0	49
External Do.	7	19	21

The whole time of the Observation the weather Clear."

Arrangements for the return journey of the astronomers to Europe were completed before the

*Wales was later employed as mathematical master at Christ's Hospital, and in 1778 was requested by the Governor and Committee of the Hudson's Bay Company to endeavour to find "three or more Persons well skilled in the Mathematics & in making Astronomical Observations . . . . to travel Inland with the Title of Inland Surveyors." As a result he was successful in securing the services of Philip Turnor, the first gentleman employed by the Company with the title of "Inland Surveyor."

†Samuel Wegg was a member of the Committee of the Hudson's Bay Company from 1760 to 1774; Deputy Governor from 1774 to 1782; Governor from 1782 to 1799.

departure of the Company's ships for Hudson Bay in the spring of 1769, when Captain Joseph Richards was again paid twenty guineas "to provide fresh provisions for the Royal Society's two observers on their return from Prince of Wales Fort this year."

Moses Norton returned to Prince of Wales in the autumn of 1769, and in a letter addressed to the Governor and Committee on September 2nd, a few days after his arrival, he alludes in the following manner to the eclipse of June 3rd, 1769:

". . . . Messrs. William Wales & Joseph Dymond had a very fine Opportunity of making their Observations of the Transit of Venus, being the finest day we had for some time which we hope will Give great Satisfaction to their Imployers . . . . . the Observatory we are at a Loss to say what use it can be of, it being so Tender as Hardly to Admit of taken Down the Painted Canvass that goes round it when taken off will Serve to cover our Powder with."

Shortly after the arrival of the *Prince Rupert* in the Thames in November 1769, we find a request from the secretary of the Hudson's Bay Company to the commissioners of His Majesty's Customs for delivery of the following articles, being the property of the astronomers:

"Two Beaver Coverlids taken from off their Beds in the Cabbin and from out of their Chests. Two Pair of Beaver Mittens. An Indian Leather Toggy or Great Coat. A small Black Beaver Skin ornamented after the Indian method and called by them a Skipper Toggy. And some few other Trifling things which are usually worn by the Natives or esteemed as ornaments by them."

In the course of a letter directed by the secretary of the Company to the president and council of the Royal Society on December 6th, 1769, a few weeks after the astronomers return, he states that "the Committee are and always shall be glad to contribute to the Encouragement of Science and every other National Improvement," and at a meeting of the Committee on December 19th, 1769:

"A Letter from Dr. Charles Morton Secretary to the Royal Society, dated Crane Court the 7th Instant, was Read; Advising that the President and Council had Voted the Society's Thanks to the Committee for their very ready and obliging Compliance to permit the Observers Residence at Prince of Wales Fort, for the kind treatment and assistance given them while there, and for the Committee's remitting the Freight stipulated for the Instruments and Building Materials."

At the end of January 1770 the Governor and Committee of the Hudson's Bay Company received a personal letter of thanks from William Wales in recognition of the kindness received during his stay at Fort Prince of Wales. We have no record that a letter of thanks was received from Dymond.

In compliance with a desire expressed by the Royal Society, the Governor and Committee, in their general letters to the chiefs of the forts in Hudson Bay in May 1771, included a request for some specimens of animals.

Humphrey Marten, "chief" at Albany Factory, in his reply in the autumn of 1771 states:

"I hope to find the Surgeon versed in these Matters, for as to my self I Frankly own my Ignorance in Zoology, yet I believe by next Year to give a more distinct and exact History of The Swallows and Martins in this part of the World then hath hither to appeared: For this spring I caused breeding Boxes to be placed in many places within and without the Fort, to one of which boxes, a brace of those Birds took kindly, and hatched their Young, and became so tame as to permit me to come within two Yards of them, as I observe that many Animals are to be preserved in Spirits, it is a pitty a few glass Bottles were not sent to Albany for that purpose. I rece'd from Mr. Graham some papers of Mr. Pennants on this Subject, in consequence of which, have made a very small collection of birds &c, which I Fear are no raritys. I have also consigned to You, a Fine Brace of Partridges a Cock & Hen (as I think) both alive, they Feed on small berrys of all kinds & Buds of Trees and take to Pease and barley pretty well also a Buck Rabbit, but could not get a Doe to live."

We find that on October 22nd, 1771, a letter was addressed by the secretary of the Company to the commissioners of H. M. Customs requesting the delivery of "Two Chests brought home in the ships *King George* and *Sea Horse*, containing Skins of Quadrupeds, Birds, &c., which had been desire by some Gentlemen of the Royal Society." Whilst a week later delivery was requested of two boxes with similar contents consigned from Albany and Moose Forts by the ship *Prince Rupert*.

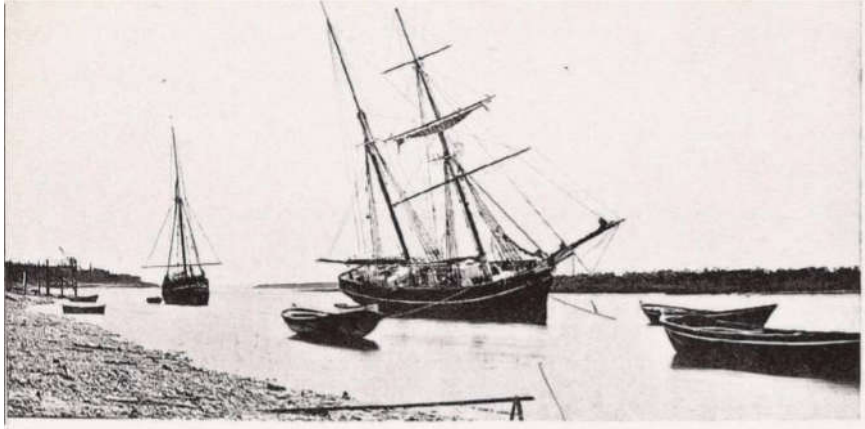
On November 28th, 1771, the Committee of the Hudson's Bay Company met to inspect the boxes above mentioned, which, in addition to skins of quadrupeds and birds, contained "a variety of stones and fossils in a bag." The eight boxes were then delivered at the house of the Royal Society in Crane Court, Fleet Street, and a week later a letter was received from Dr. Chas. Morton, the secretary "returning the Thanks of a full Council of the Royal Society to this Committee for their very valuable Present of Quadrupeds &c. . . . and expressing the readiness of the said Council to communicate to this Committee the Result of any Tryals respecting those Productions."

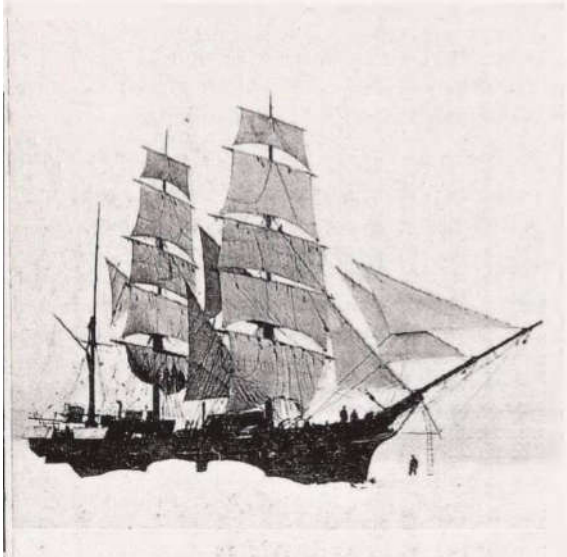
In May 1772 copies of observations from the Royal Society on the birds, etc., sent home in the previous year were forwarded to the forts in Hudson Bay, and in their letter to Andrew Graham the Committee state:

"The History‡ you sent with the Birds &c. was very agreeable, and whatever other Curiosities you may collect, or farther Observations occur to You, will be always acceptable provided they are in the first Instance addressed to the Committee."

In the autumn of 1772 some further packages of stuffed birds, etc., were consigned on board the Company's ships to England, and these were duly delivered to the Royal Society. The secretary, in his letter of thanks on this [*Continued on Page 66*

‡Andrew Graham was the author of nine volumes of "Observations on Hudson's Bay" still preserved in the archives of the Company. Two volumes dedicated respectively to Robert Merry, the Deputy Governor, and James FitzGerald, a member of the Committee, are dated 1771, and it is no doubt one or both of these volumes that is here referred to. They contain observations of the Company's trade and settlements in the Bay, vocabularies of the native languages with particulars of Indian habits and customs, together with discourses on birds, animals, insects, vegetations, canoes, etc.





Company Sailing Ships

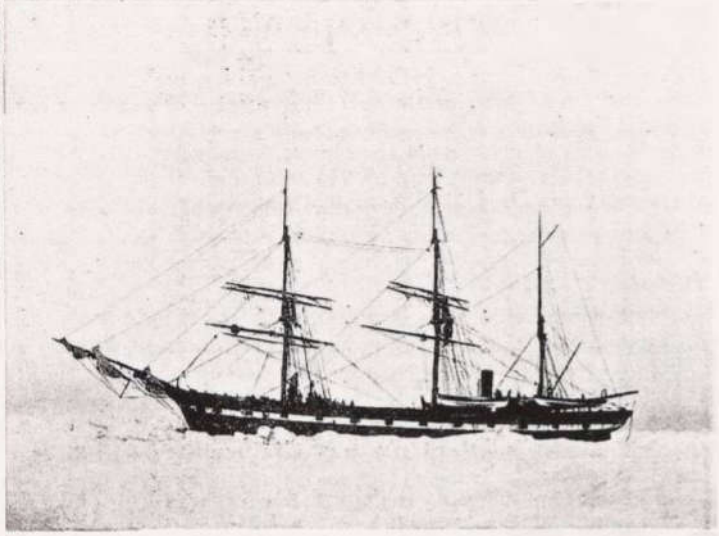
With Notes Provided by H. M. S. Cotter of The Pas, Manitoba.

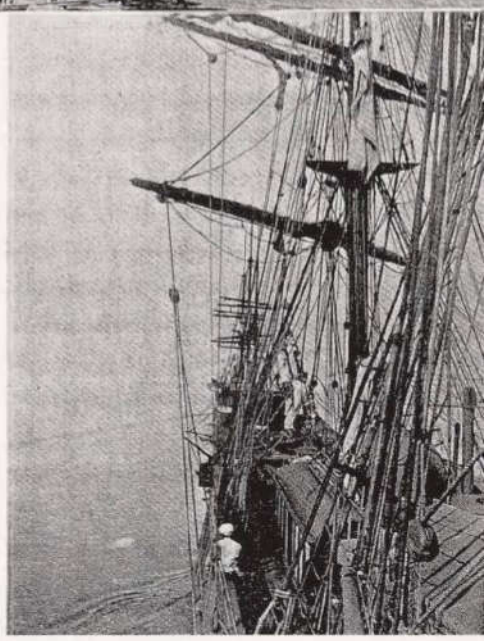
Top, left—Brigantine "Otter" was built about 1850 and carried supplies from Moose Factory to Rupert's House and the East Main coast. She was also used in discharging the ships from London and was broken up in 1877. Yawl "Plover" was built at Moose Factory 1870 by Philip Turner, noted company shipwright.

Second, left—Barque "Lady Head." Built for the Company 1864 and named for the wife of the Governor, Right Hon. Edmund Walker Head. Sailed for nearly forty years into the Bay and made a record passage home of 111 days under Captain Ford. In 1903, returning from Charlton, struck on the Gasket Shoals at night in a gale and was a total loss.

Third, left—S.S. "Erick," Scottish Whaler, built in the 1860s and was the first steam vessel to enter the Bay for the Company in 1892. The Company purchased her in 1887 and she was used as a supply ship to the Labrador posts. Sold in 1902 to Newfoundland Seal Fishery interests. She was torpedoed during the war.

Bottom, left—Schooners "Emily" and "Swallow" at North West River, typical sailing craft used by the Company on the Labrador coast. The "Emily," the smaller of the two, was built by Joseph Goudie, who, according to H. M. S. Cotter, "could make anything from a needle to an anchor." Goudie's father,





an Orkney man, was a member of the party which went overland from Moose Factory in 1824 to establish Fort Chimo under orders from Sir George Simpson.

Preceding page: Top, right—Barques "Prince Albert" and "Prince Rupert," typical Company ships of the 1840s with fore and main single topsails. Noteable also is the yard beneath the jib boom on which a square sail was bent.

Preceding page: Bottom, right—Schooner "Milda," built at Conception Bay, Newfoundland, and bought by the Late Chief Factor Peter Warren Bell in 1891 for use at Rigolet.

This page: Top, left—Full rigged ship "Titania," made some remarkable passages from London to Victoria. There is an excellent model of "Titania" in the Company's museum at Vancouver. She was built by Steele in 1866.

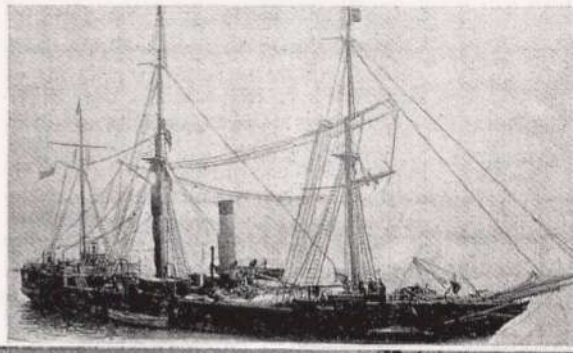
Top, right—Brigantine "Mink," built for the Company in 1877 with all oak planking and timbers and beautifully finished cabins. Her skipper, the late Captain John Tailor, was one of the most competent seamen in the Company's service and commanded her for thirty years. Her bones rest at Rupert's House.

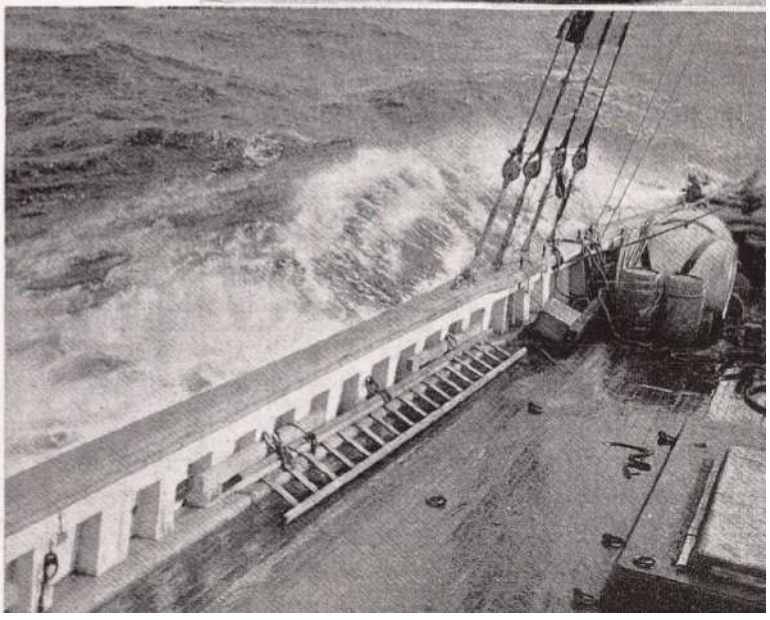
Second, right—The "Erik" towing "Lady Head." The first time in the history of the Bay ships when a steam vessel took a sailing ship in tow was in 1892, when the "Erik" (from Montreal) brought "Lady Head" (from London) through the Straits.

Third, right—S.S. "Discovery," built in Dundee by the Late Captain Scott. Was purchased by the Company in 1904 and was seriously nipped in the ice the following season.

Bottom, right—A deck scene from the Company's former motor schooner "Old Maid No. 2" on the Labrador coast.

Bottom, left—S.S. Pelican," one-time British gun boat and sister ship to S.S. "Condor," purchased from the Admiralty 1901 to replace S.S. "Erik." She was active in the Company's service helping to establish Wolstenholme in 1909, losing both rudder and propeller on this voyage. In 1911 she established Chesterfield Inlet post and was active during the war years. In 1920 she had to be beached at Lake Harbour, Baffin Land, and was sold to be broken up in 1921 at Sydney, N.S.





The Beaver Club

A Description of the Present Hudson's Bay Company Employees' Welfare and Social Organization

By
D. N. G. FARQUHARSON
Winnipeg

UPON the existence of that enterprising little fellow, the beaver, was founded our Company, and his skin for two centuries provided a standard of value. As a word and as an emblem he is typical of our very existence. So in 1931, when all the employees' welfare and social organizations in Canada were brought into line, no name was more obviously suitable for them than Beaver Club, even if this application of the word was not original, for our present Beaver Clubs have an interesting historical precedent—the Beaver Club founded in 1785, in Montreal, by the partners of the Northwest Company. This appears to have been in existence until 1824. Exactly one hundred years later, in 1924, an organization of the same name was formed among the London staff of the Company, and this continues to live and flourish.

Let us concern ourselves, however, with the Beaver Clubs that exist in the six large stores, and in Hudson's Bay House, Winnipeg. The antecedents of all of these are not recorded, but their growth is natural. Outside the hours of work, each establishment entered upon certain social and athletic activities. At the same time there grew up in each store a welfare association, to which employees and the Company alike made contributions. By 1930 the Company was contributing annually a sum well into five figures to these organizations, and a review of their characteristics made by the Canadian Committee in that year led to the recommendation that a uniform constitution be adopted for an organization in each store to control social, athletic and welfare work. These organizations were born at the beginning of 1931, and were christened Beaver Clubs. At Victoria store the employees' association had functioned most successfully for some years, and its constitution and bylaws formed the basis of those of the Beaver Clubs in their present form.

The Beaver Club is now created. Let us view it at work. No more succinctly can its objects be expressed than by the words of its constitution: "To render assistance in connection with the sickness or death of any member," and "To bring together the members of the staff of the Hudson's Bay Company in bonds of good fellowship by means of social gatherings, games and athletic sports."

The affairs of the club are managed by a board of nine members, who are generally representative of all groups of employees, with the provision that no senior executive of the store may be on the board. The club is a democratic one, therefore, and one to be managed, not by the Company, but by the employees for themselves. The board, elected annually, appoints one of its number president, and it is his duty to appoint such sub-committees as are necessary. These may consist of the membership at large, but each must be presided over by a member of the board. The sub-committees are at least three in number, these principal three being the Visiting Committee, the Social Committee, and the Sports Committee.

Upon the sickness of a member of the Beaver Club, he is visited by two of the Visiting Committee, who then recommend to the board what benefits shall be paid. Sick benefits are payable at the rate of half the member's remuneration, but are limited to a period of six weeks in any consecutive twelve months. The club will contribute towards surgeon's or doctor's fees and to the cost of drugs prescribed. A nurse is retained on the staff of most of the stores, and she may perform some of the duties of the Visiting Committee. In addition, certain of the stores retain a doctor to attend regularly in the store hospital for the benefit of the staff. In the case of the death of a member, the club pays to that member's family or beneficiary a sum equal to five times the member's weekly salary, with a certain limitation. The object of this is to defray funeral expenses on behalf of the member's dependants.

The Social Committee is responsible for social events of various kinds, such as bridge parties, whist drives, dances and picnics. Several of the clubs have enthusiastic amateur dramatic groups. As far as the social side goes, Winnipeg store Beaver Club is fortunate in having the use of Beaver Lodge, only just across the street from the store. Here are found club and rest rooms and dining rooms, available for club use, in addition, at times when the store is not open.

The majority of Canada having a climate of paradoxical extremes, it is not to be wondered at that the Beaver Club's athletic activities are just about as varied as those of any such organization in this world. The Beaver Club has teams in city leagues in many different

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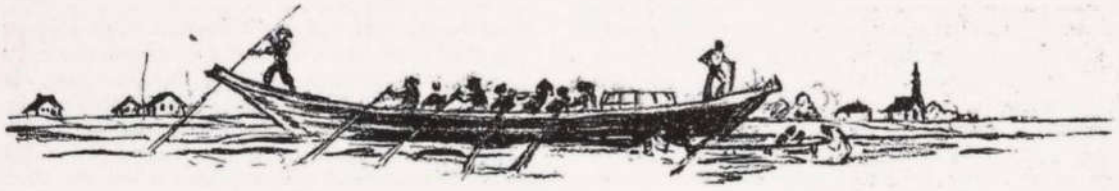
Transportation and Civilization

The Influence of H B C in the Great Northwest



By
SIR CHARLES PIERS, BT.

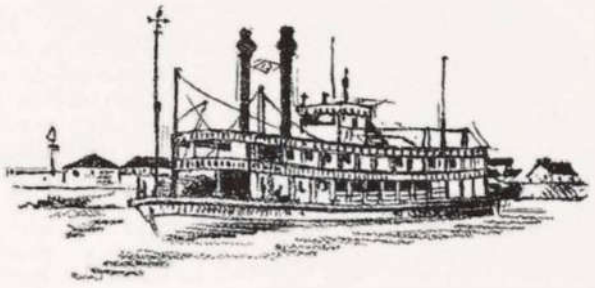
TRANSPORTATION has been called the "handmaid" of civilization. It is more. It is the mainspring of the civilized world. This statement is no exaggeration and is easily proved by a little thought as to what would happen if the world were suddenly deprived of its roads, railways, ships and aeroplanes. There is no need, however, for history supplies us with the answer in the aftermath of the decline and fall of the Roman Empire, when Roman civilization, the second greatest the world has known, was engulfed in the Dark Ages. To illustrate the subject, let us glance at the resemblance of Roman civilization to our own. Our law is based on the Roman code, and our sanitation and public works are little superior to those of Ancient Rome. Our method of civilizing the wild races of the earth are those practised by the Romans in their invasions of Britain. First the legionaries defeated the Britons and drove them back. Then they built the great Roman military roads, with their protecting fortified camps at strategic points, to hold the conquered natives in subjection. Today we are engaged in the same work of pacification on the northwest frontier of India in our never ceasing struggle with the hill tribes. First a military expedition drives them back, and then we build a military road or a railway to keep them there. The French and the Spaniards are doing the same in Morocco.

Towards the end of the second century, Roman Britain was more or less civilized and the roads, which had ceased to be entirely used for military purposes, became channels for trade and travel, along which the produce of Britain, notably tin, passed and at Dover crossed to Gallia (France) and thence to Italy and Imperial Rome; while in return Rome sent to the outer provinces the wines of Italy and the luxuries of the East.

So the Roman world jogged on until, in the fifth century, Rome was no longer able to withstand the pressure of the virile barbarian races who were raging down on Italy from northern, central, and eastern Europe. Rome was sacked by Alaric the Goth in A.D. 410, and the beautiful aquaducts which brought water across the Campania to the capital were destroyed. In 411 the legionaries were withdrawn from Britain in a desperate attempt to stem the barbarian flood, which, sweeping south and east, engulfed the Roman province of Egypt and, in the sacking of Alexandria, burnt the famous library and destroyed the accumulated knowledge of some two thousand years. Thus was the world plunged back into the darkness of ignorance. Roman Britain fell a prey to the robber Picts and Scots from the north, the Vikings from Norway, and the Danes; while the Jutes, Angles, and Saxons also made it their stamping ground, driving the Romanized Britons back into the west country and Wales and obliterating all traces of Roman civilization. Except the names of the cities and towns that grew upon the sites of these Roman "castra" or camps whose termination shows their origin, such as Winchester, Chester, Rochester, Colechester, and many others.

The world collapsed into the slough of the Dark Ages, when tyranny and oppression reigned supreme. Might was the only right, and the "mailed fist" ruled the land, terrorizing it from the frowning walls of fortified cities or the grim castles of robber barons, while the country without was overrun by companies of broken, lawless

men banded together for protection, and criminal outlaws, many of them horribly mutilated by a savage penal code. The cities swarmed with starving beggars and vagabonds, whose cries for alms were punctuated by the warning note of the leper's bell*. Men lived herded together in foul warrens, prey to the recurrent outbreaks of plague born of unsanitary conditions, filth, and bodily uncleanliness. The average life of a man was twenty-five years. Most men died in their shoes, and few in their beds; for murder, manslaughter and sudden death were hourly occurrences.



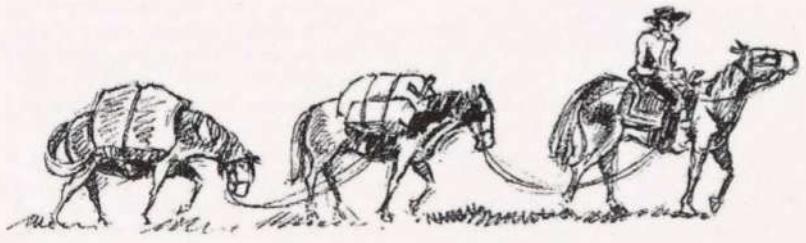
Under such conditions the roads, from want of care, soon became impassable and disappeared. Honest men were afraid to travel except in company, and armed pack-trains of merchandise, travelling from city to city, would plunge into the surrounding forests and vanish, often never to be heard of again. The arts were abandoned, and learning only survived in part amongst the religious orders living in fortress-like monasteries and convents, where there was still some semblance of peace and security. But there the sciences were regarded as works of evil, and superstition and intolerance were rampant.

The world lay sick waiting in torment the birth of a new era, with never a ray of light to relieve the darkness until the religious fervour of the †Crusades brought the "mailed might" of Christendom into contact with the wisdom of the East and some feeble ray of knowledge pierced the darkness of European ignorance. The Crusades also roused the interest of the Christian rulers in international trade. From the passage of men, money and ships, they had learnt something of the trade routes and had glimpsed at possible profits; so, backed by national wealth and legal power, they quickly drove the Jews from the trade routes and relegated them to a secondary position. Hitherto the Jews had held a monopoly on international trade, for, owing to the universal observance of the Jewish law and codes by their fellow Hebrews, they were always sure of just treatment from the Jewish communities in any country; whereas the Christian trader in the Dark and Middle Ages was never safe abroad, and rarely sure of justice in his own country.

In keeping with the times commercial enterprise revived, and about a hundred and fifty years later an association of English gentlemen, known by the title of "The Governor and Company of Adventurers of England trading into Hudson's Bay," was formed and two small ships, entrusted with the fortunes of the infant company, sailed in June 1668 for Hudson Bay. How only one ship, the ketch *Nonsuch*, made the voyage, and how on her return in 1669 with a valuable cargo of furs King Charles II granted the Hudson's Bay Company a royal charter, and how his cousin Prince Rupert became the first governor of the Company, is well known history and does not concern the story of the Hudson's Bay Company's transportation.

It was not until after the year 1760, when the French had been driven from Canada, that the Company of Adventurers, forced by the criticism of their enemies in England and the encroachments of the free traders in Rupert's Land, were obliged to abandon their policy of inaction and turn their energies to exploration of the interior. The competition of the free traders was irritating, but worse was to follow, for in 1782-83 the Northwest Company of Montreal, a powerful concern, was formed. The Northwesters at once proceeded to ignore the rights of the Hudson's Bay Company and invaded Rupert's Land, where they frequently established trading posts within a few hundred yards of those of the elder company.

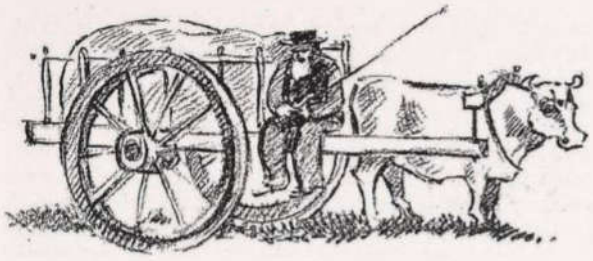
Attacked in this manner, the Hudson's Bay Company was compelled to extend its operations, racing neck and neck with it's rival, into the Far West, and transportation became a matter of vital importance. Like all pioneers faced by the same problem, both companies chose the line of the least resistance—in this case the waterways—and, conforming to native custom, they adopted the birch-bark canoe as the simplest and most efficient method of transportation. The birch-bark canoe was easily handled, made, and repaired wherever the birch tree grew, and that was almost everywhere. Later the York boat to a great extent replaced the canoe on the deeper and broader rivers of the West. Built on the lines of the Scotch fishing boat, it was handy in broken water, less likely to damage and had a greater carrying capacity than the canoe. On shallower waters large flat bottomed scows or *batteaux* were used, and both these and the boats stood the wear and tear of rough usage better than the birch-bark canoe; and when repair with water-proof canvas came into use they were quite as easy to mend.



As the lines of transportation stretched further west and north, the Company, like the Romans with their fortified camps, built forts strongly protected by high picket fences at important places along their routes to the interior. Thus, at the junction of all the waterways of Rupert's Land, Nor-

*Lepers in the early ages were compelled by law to carry a bell when they walked abroad as a warning to their fellow men.

†There were seven Crusades between 1095 and 1248.—"The Making of the Modern Jew," by Milton Steinberg.



way House was established on Playgreen lake at the head of Lake Winnipeg. This post soon became an important inland depot, owing to its central position and the fact that at one time or another all the Company's officers met there on their way to sit in council with the local governor at York Factory. Norway House was not only a central depot for stores, but it was also the changing place for travellers by the more important brigades, such as the "Express" brigade from the Columbia River district to Hudson Bay, the "Portage la Loche" brigade which brought passengers and furs from the Arctic, the Mackenzie, Athabasca, and Peace rivers, and the "Red River" brigade from Fort Garry. Freight and passengers also arrived from Montreal and the Great Lakes for transfer to the West and North. From Canada passengers travelled in the famous "North" canoes, thirty-six feet in length, but for the passage of the Great Lakes changed, at Georgian Bay going west and Fort William going east, into the large "Master" canoes, in which they navigated Lakes Huron and Superior.

Closely connected with the Red River Settlement, the Red River brigade was a yearly source of trouble to the Company's officers owing to the uncertain behaviour of the *Metis* or French half-breed voyageurs who manned its boats. They could never be certain of the irresponsible and excitable *Metis*, who child-like would promise anything in the winter to get an advance on next season's wages, but when in the spring the time came to fulfil their promise to man the boats the *Metis* would generally refuse and, in local parlance, "buck the brigade." A half-hearted strike followed, which the Company's officers broke by drastic action, for they kept a lusty slogger or two handy for such occasions, and after the ringleaders had been laid out the rest returned to duty and worked as cheerfully as if such things as "bucking the brigade" were unheard of; and this under conditions of hardship and sometimes privation such as few men would contemplate today, and much less undergo. Yet these simple fellows looked upon such things as all in the day's work.

Leaving Fort Garry in the spring, the boats, loaded with the produce of the previous season's buffalo hunting, went up Lake Winnipeg to Norway House. Unloading the buffalo produce, the boats filled up with the "outfit" (trade goods) for the Mackenzie, Athabasca, and Peace River districts. Then, after changing its name to "Portage la Loche," the brigade set out for the "Long Portage," another name for the crossing over the divide between the Hudson Bay water system and the Mackenzie River basin. On arrival the "outfit" was exchanged for the furs brought by the Mackenzie, Athabasca, and Peace River boats, and with these the brigade went back to Norway House and then on to York Factory. There the furs were despatched to England by the annual ship which had arrived with the "outfit" for the next year's trading. With the "outfit," the brigade, having changed its name back to "Red River," returned to Norway House. There the goods not wanted at Fort Garry were unloaded, and with the remainder the brigade left for the Red River Settlement, arriving there sometime in the fall, having travelled some 2160 miles in about five months of hard manual labour.*

Fort Garry was the junction for waterways and prairie trails. To the west and south the Red River carts went out across the prairies, while to the north and east boats and canoes travelled up Lake Winnipeg to Norway House or went east by the Winnipeg river, Lake of the Woods and Rainy river to the Great Lakes and Canada. Later, in 1867, Fort Garry was the terminus for the stern-wheel steamers which travelled to St. Paul (Minnesota, U.S.A.) by the Red and Minnesota rivers, displacing the Red River cart trains which hitherto performed the journey. These steamers made connection with the railroad from the Atlantic seaboard, providing quicker transportation than by Hudson Bay and Lake Winnipeg.

The cart trains travelling west across the prairies by Fort Ellice and Qu'Appelle to Edmonton carried the produce of the buffalo hunting wanted in the West for the hunters' shoes. Smaller trains served Fort Pelly, from where the Swan River brigade of boats went north by the Swan river and Lake Winnipegosis to Norway House. The large cart trains, consisting of several brigades of thirty to forty carts each, travelled in single file except in hostile Indian country, when, if the terrain permitted, the train moved on a wide front of several columns abreast. As there was no nail or other metal in the construction of these carts, not even an iron tyre, and as they were never oiled or greased, their shrieking and wailing as they moved could be heard for miles. Each cart, drawn by a horse or an ox, carried roughly six hundred pounds. A dozen of these carts were in charge of one man, with a foreman in command of

*"Distribution" would be more accurate, as in pre-steam days it took seven years for a return in furs for "outfit" despatched from London—four years to distribute to the outposts and three for the furs to reach England. The saving of time was due to lighter loads and the return voyage being direct by the English channel instead of by the Orkney Islands as when outward bound.

the brigade. At night the carts were parked in ring formation with the animals inside, the men sleeping underneath the carts. The ring formation was also adopted when there was a danger of attack by hostile Indians.

Fort Edmonton would be interesting alone from the fact that it was a starting point for the important "Leather" brigade using pack horses, canoes and boats, and carrying the necessary buffalo and moose hides to the Far West for making the hunters' shoes, without which the Indians refused to hunt. Fort Chipewyan on Lake Athabasca was the other starting point. When the two portions of the brigade met they travelled together to the Athabasca pass, where, at the junction of the Miette river with the Athabasca, part of the brigade turned up the Miette, and then crossing the "Leather" pass (the Yellowhead), reached the headwaters of the Fraser river and the New Caledonia posts. The other part went down the Columbia to the Columbia department posts.

In the early spring the "Express" brigade left Fort Vancouver for York Factory, carrying the transcontinental mail and passengers for intermediate posts, Canada, and England, as well as the reports on the fur trade in the Far West. Crossing the mountains at that early season of the year was fraught with danger and hardship, as much as eight feet of snow being found on the Athabasca pass, and the rivers, which they had constantly to wade, being full of floating ice. From Edmonton they went down the Saskatchewan in *batteaux* (flat bottom boats) to Grand Rapids and Norway House, where in York boats the journey was completed to York Factory. The brigade arrived in time to meet the annual ship from England with the incoming mail. With the mail and the orders of the governor sitting in council, the brigade returned to Fort Vancouver, arriving late in the fall, the double journey having taken about eight months.

The most important brigade in the Far West was the "New Caledonia" (pack train) brigade. Its headquarters were at Fort Kamloops, where in those days the Company maintained a large horse ranch of some two thousand to three thousand animals. The "New Caledonia" brigade, consisting of two hundred to three hundred horses, left Fort Kamloops in the spring and, travelling up the North Thompson river and by Lake la Hache, met the Fort St. James canoe, or scow, brigade with the New Caledonia furs at Fort Alexandria. With the furs the brigade went south to Fort Okanagan on the Okanagan river, where the Columbia brigade of boats from Fort Vancouver with the "outfit" for the next year was met. Exchanging the furs for the "outfit," the brigade went north to Fort St. James, where it left the "outfit" and then returned in the fall to Fort Kamloops, having covered 1260 miles of rough mountainous country.

Winter was the slack time in the fur trade, so it was the natural time for the traders to travel. The "Winter Packets" (‡dog-sleighs) were important not only for carrying the mail but for passengers, and the principal ones were those from Fort Garry to Norway House and the Northwest, and the "Pride of the Company," as it was called, owing to its packet never having been lost. This packet travelled by relays from Montreal to Fort Yukon in Alaska. The dog-sleigh on which the packet was carried left Montreal after the first fall of winter snow and reached Fort Yukon sometime in the following spring, having travelled about 4500 miles. At each post along the route a dog-sleigh was waiting ready harnessed and, the transfer of the packet taking only a few minutes, little time was lost before the packet was off again speeding northwards with fresh packeteers (two), dogs and sleigh to an accompaniment of jingling bells, barking dogs and shouting men. The secret of success lay in the observance of the schedule of twenty-seven and a half miles a day to be travelled on a fixed trail. The men and dogs were thoroughly familiar with the route, and the packeteers were forbidden to carry arms, to avoid the temptation to go off hunting and so waste the Company's time. Besides these were unnecessary, for there was little danger from wild animals, and they had their axes and plenty of provisions. It was also known about what time the packet should arrive at any post, so when it did not the people at the post gave it a day or two's grace and then went back along the trail to find it. This they always did, and then, whether the packeteers had perished or not, the packet was immediately forwarded on to the next post.

Besides these inland forms of transportation, the Company possessed a fleet of ocean going ships and coastal vessels, but these are outside the subject of interior development. In the exploration and routing of this vast expanse of territory, some 2,600,000 square miles, the Hudson's Bay Company performed a notable work for civilization; and the pacification of the natives conferred a benefit on the Crown which was realized when the time came for the Indian tribes to sign the treaty placing them on certain reserve lands and forbidding their right to roam the country at will.

Changing times and conditions forced the Company to take stock of its position, but particularly in regard to its sovereign power. In the days subsequent to the amalgamation with the Northwest Company (1821), when it had but itself and the natives to consider, there had been little difficulty in dealing with the problems that arose. Its Indian policy had been one of benevolent toleration, such as a guardian might feel for a ward. Now, with the advance of civilization, it was faced with problems which it had neither the power nor the will to solve, especially that of the rough white element that is always present on the advance wave of civilization. The presence of these whites meant trouble; for, while interfering in the administration, they were unwilling to obey the law when contrary to their interests. The Company had had a taste of this element in the days before the cession of the territory of Washington to the United States government in 1846; so now, sooner than renew the experience, the governor and Company of Adventurers, in 1869-70, surrendered their sovereign power and territories to the Crown.

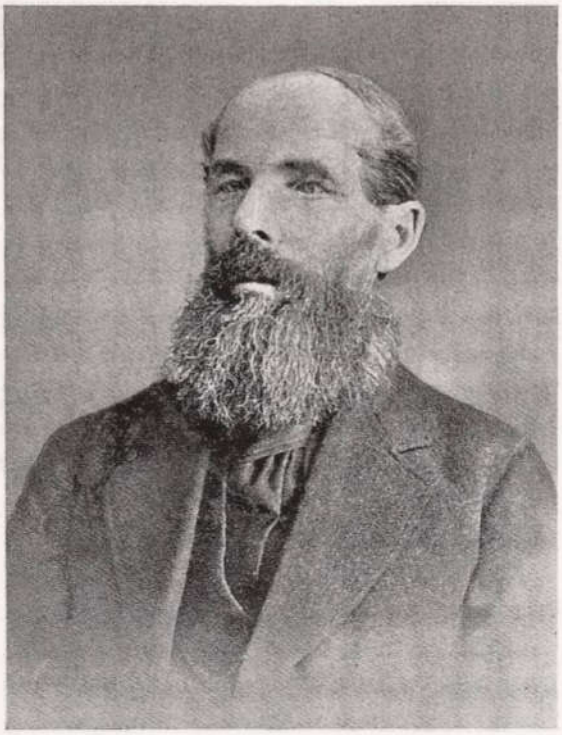
§Although the Company had surrendered its sovereignty it was still a power in the land, for it controlled the transportation system and the food supplies in the Far North and [*Continued on Page 66*

‡In summer the packets were carried in canoes by two packeteers.
§Authority: Chief Trader W. McKenzie, Fort Qu'Appelle.

Lower Fort Garry in 1868

By
MRS. A. T. COWLEY

Only surviving member of the family of the Late William Flett.



Chief Trader William Flett, 1880

Mrs. Cowley, the writer of this article, is a true daughter of the old fur trade. Her father, Chief Trader William Flett, was in charge of Lower Fort Garry 1867-1882 and her childhood was spent at the Lower Fort.

IT was a lovely sunny afternoon, September 1st, 1868, when the Late William Flett and his family drove in to Lower Fort Garry in an old spring waggon after a long journey from Edmonton House. They had come by York boat from Edmonton to Carlton House, and then across the plains with the brigade of carts to Fort Garry.

I will go back to 1862, when Mr. Flett was ordered from the Red River district to Edmonton House, where he remained till 1867 under Chief Factor W. J. Christie, the officer in charge of the Edmonton district.

When the longed-for winter packet arrived at Edmonton, Christmas 1867, there was a letter for Mr. Flett from the Late Governor William McTavish, stationed at headquarters (Fort Garry), ordering Mr. Flett to report for duty at Fort Garry without delay.

It was the dead of winter and Fort Garry was almost a thousand miles away, and there were no means of transportation except by husky dog team and Indian guides. These things did not for a moment prevent the carrying out of orders. So preparations were started immediately, and before the dawn of the New Year Mr. Flett, his two Indian guides and eight huskies were on their way.

It took them well over a month to make the trip. From Edmonton they went to Fort Pitt, then to Fort Carlton, both on the banks of the Saskatchewan river. At each post fresh dogs and food for man and beast were provided.

From Carlton House they struck across the snow and wind swept plains to Fort Pelly, then to Fort Ellis, and then on to Fort Garry.

On reaching headquarters, Mr. Flett immediately reported to the governor, who ordered him to proceed to Lower Fort, where he was given office work until early in June.

Again came orders from the governor which told Mr. Flett he had been appointed to take charge of Lower Fort. But first he must go back to Edmonton with the brigade of carts that was taking out the annual supplies for the Northern department, and he was to return on the incoming brigade that brought in the annual catch of furs destined for the London fur store rooms.

Mr. Flett was only six days at Edmonton. Chief Factor Christie had everything in readiness and

was only awaiting the arrival of the carts to send his York boats down to Carlton, the cargo going down the Saskatchewan was a precious one, so the greatest care was taken to protect these packs of furs from rain or any moisture. Stout ducking was sent out from England, and it was sewn together by the Indian women in the proper sizes; then it was painted on both sides with linseed oil and dried in the sun, which made the sheets quite waterproof. These sheets were very much in use, both in the boats and to cover the carts in wet weather.

On reaching Carlton, which took nine days down stream, the late Lawrence Clark, chief factor at Carlton, had all the carts in readiness and was awaiting the arrival of the boats. Then the task of unloading the cargo from boat to cart went forward.

The packs of fine furs were in regulation size so that an Indian could carry two packs on his back when they were moved. When everything was in readiness, the long train of carts left Carlton, and across the plains they went, reaching Fort Garry about the 30th of August.

This was the third time in less than nine months that Mr. Flett had made the journey back and forth from Edmonton to Fort Garry, so I imagine both my father and mother on the day they drove into Lower Fort (their new home) had a feeling that for the time being their wanderings were over.

R. Flett, eldest son of William Flett, in 1874 wearing a Blackfoot chief's suit now owned by the British Museum.

The life at the fort was a simple but happy one. The business in a way was conducted on military lines. At six a.m. when the fort bell rang, everyone started out to their several occupations; at seven-thirty the bell rang and everyone went to breakfast. (Mr. Flett made his round of inspection between six and seven-thirty a.m.) The bell was again sounded at eight-thirty and everyone returned to work. One o'clock the dinner bell rang; two o'clock work again. At five o'clock Mr. Flett again made his rounds. At six o'clock the bell rang and everything was closed for the day.

On Saturdays the bell rang at five o'clock, the closing hour for that day, so as to give the men time to get their supplies.

There were a grist mill, saw mill, blacksmith shop, carpenter shop, sale shop, provision stores (for all employed were provided with free food), stables and a big garden. The garden was in charge of an old English gardener, who got all his seeds from England, and he was a master in his work. Beginning with asparagus, he gave the officers' mess and fort everything as it came in season, but woe betide anyone who touched anything without his permission.

Mr. Flett's idea was to have his fort self-supporting as far as possible. With that in view he employed an old fisherman, whose sole duty was to set the nets just below the fort and provide the fort with fresh fish. So from spring to late autumn, old John was kept busy; and there was always a large ice-house full of ice so that everything brought in could be kept fresh.

In the late fall two Indian fishermen were sent down to Lake Winnipeg, twenty miles distant, with nets and equipment, and they caught the winter's supply of white fish, which was brought in by dog-team after the snow fell. Between 2,000 and 3,000 was the winter's supply, for part had to be sent to Fort Garry, and when the dog-teams came from Norway House, Fort Alexander, or any of the Lake Winnipeg posts, there had to be fish for the dogs. But everyone in the fort enjoyed those beautiful fish too.

In the summer the native women brought in quantities of wild fruits, such as strawberries, raspberries, blueberries, plums and, late in the fall, wild cranberries. No money ever passed: they were just exchanged for flour, tea or small supplies.

We had the privilege of meeting many noted people, but space will only permit me to mention two. Governor Colvile came from London. I think he was on the London board, and I believe was later knighted (Sir James Colvile). He was very kindly in manner. It appears he had been stationed at Lower Fort; I fancy in the 30s, because when he was on his visit he was quite an elderly gentleman. He expressed a wish to go all through his old residence; and when mother took him through the house, he showed her his wine cellar and told her he lived like a prince at a very small expense, for the streams teemed with fish and the land with game, all of which he could get for a song.

In 1877 the Earl and Countess of Dufferin—he was governor-general of Canada at the time, and they were on their official western trip—came and stayed at the fort. It was in this wise. When Lord Dufferin was a young man he went to Iceland, and on his return he wrote "Letters from High Latitudes," a charming book in diary form. He was very much impressed with the people of Iceland, their honesty and thrift—no jail on the whole island. When he became governor-general he in-

duced the Canadian government to set aside a tract of land on the west side of Lake Winnipeg, and a large colony of Icelanders came to Manitoba to Gimli and New Iceland; and there many of them remain to this day, and have proved to be what Lord Dufferin foretold, very desirable citizens.

When the governor-general made his western trip in 1877, and expressed a wish to visit the Icelanders at Gimli, the Hudson's Bay Company put the steamer *Colvile* at his command. The whole vice-regal party arrived at the fort one afternoon and left at noon the next day for Gimli. On their return two days later, they again spent a night at the fort as guests of the Hudson's Bay Company. Of course Mr. Flett had been notified some days before to have the *Colvile* in readiness, and also to provide everything possible for their comfort. They were all so charming and nice, and looked upon the outfit as a big "picnic." His Excellency gave me an autographed copy of "Letters from High Latitudes," which of course I greatly prize.

I am sending rather an interesting photograph with this article. It is a picture of my eldest brother, William Robert Flett, taken in a Blackfoot chief's warrior suit. It is made of deer skins, and there is a breast plate of coloured porcupine quills. But the chief feature of the suit is the ermine fringe. There are supposed to be over one hundred and fifty ermine skins used, for the fringe goes across the back and front, down the sleeves and down the leggings. It was given to my brother in the early '70s by a western friend. In 1876, when my brother went to Sidney College, Cambridge (from which university he graduated with honours in 1880), he took the suit with him and in due time presented it to the British museum. Years later, when my late husband and I were in London and poking around the museum, I thought of this chief's suit, and we went to one of the officials, who was most kind in looking up records. He was able to locate it for us, resplendent (ermine tails and all) in a glass case, and I think I can be pardoned for a little thrill of pride which came over me when I realized that something a member of my family had presented was worthy to be put in a glass case in our wonderful British museum.

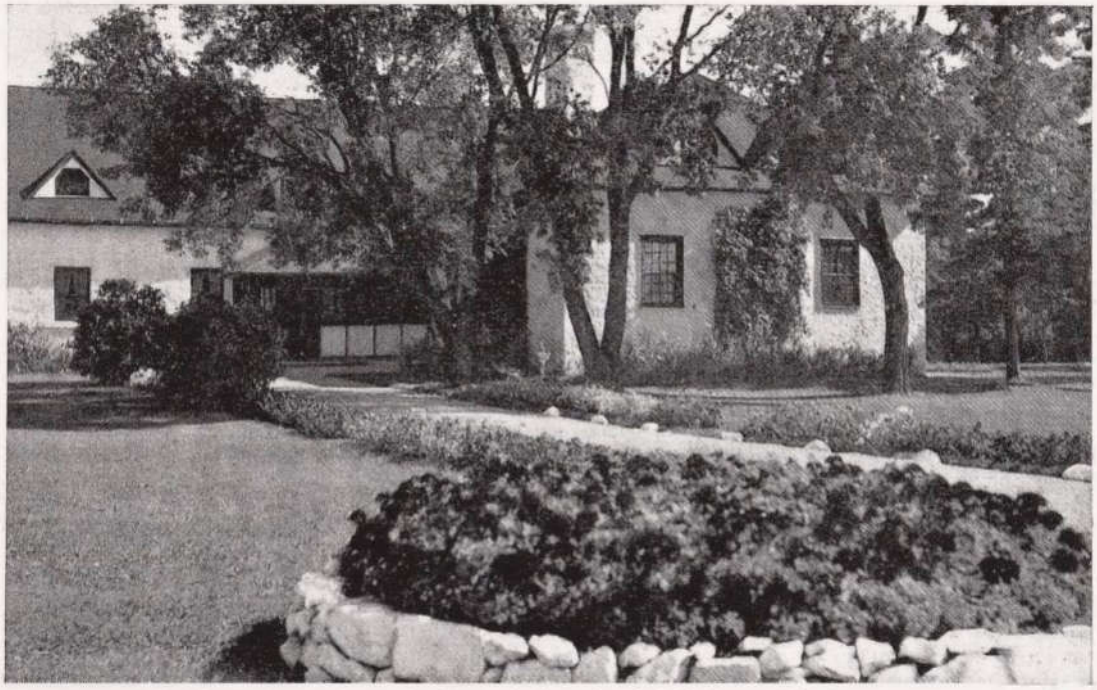
Mr. Flett was in charge of the Lower Fort from 1867 to 1882, when he passed to his "rest," mourned by all who knew him.

He was a very humble man, simple in all his tastes, kindly and just in all his dealings, and loyal to the core to the interest of the Hudson's Bay Company, a studious reader when time permitted.

Mrs. Flett was a little "Mother in Israel," always ready to assist the mothers from the North who brought their children in to school or college, and was ever ready to lend a helping hand when it was needed.

When the editor of *The Beaver* asked me to write something about the daily doings at Lower Fort in the early days, my first impulse was to refuse, but I finally decided to add my humble bit to "back history."

Hanging in my breakfast room in far away California is a much prized picture—the historic photo group of the Hudson's Bay Company's officers from 1872 to 1881. Very few of them are with us now, but each one in turn did his bit to help lay the solid foundation on which the Hudson's Bay Company now stands, and the officers who are in command now cannot do better than follow the example of the noble men who blazed the trail.



Recent photograph of the Residence at Lower Fort Garry, which is today the Club House of the Winnipeg Motor Country Club.

The Seal of the Champlain Society is taken from the seal of the Company of New France (known as the Company of One Hundred Associates) founded under the patronage of Cardinal Richelieu in 1672. The motto is from the Psalms, "Thy Way is in the Sea."

The Champlain Society

Founded 1905, This Society Has Published for Its Five Hundred Members Twenty-Six Volumes of Canadian Historical Material, Including Several Relating to Hudson's Bay Company.

By W. S. WALLACE,
Librarian, University of Toronto

THERE are no doubt many people to whom the Champlain Society is something of an enigma. They are aware that it publishes books about the history of Canada; but they are also aware that these books are never offered for sale in the bookshops, and seldom appear even in second-hand catalogues; and they are consequently somewhat mystified as to the character and purpose of the society. They know, too, that when the publications of the society come into the market, they are generally offered for sale at a very much enhanced price; and I have come across estimable persons who suspect the society of conducting what is known, in the language of American gangsterdom, as a "racket."

In order to dissipate whatever misapprehensions may exist with regard to the work of the Champlain Society, it may be well to give some account of its origin. Just about thirty years ago, Mr. B. E. (afterwards Sir Edmund) Walker, the president of the Canadian Bank of Commerce, who (in addition to his interests in banking, economics, archaeology, art and music) was deeply interested in the history of Canada, conceived, in conversation with some Canadian historians, the idea of founding in Canada a publishing society similar to the Surtees and Hakluyt Societies in Great Britain and the Prince Society in the United States which should devote itself to the publication of rare and inaccessible materials relating to the history of Canada. The society was not to be conducted for profit, but was to undertake the publication of rare books or unpublished materials which the ordinary commercial publisher would not accept for publication; and it was understood that its volumes would be published in a form attractive to book-lovers, and would be edited by competent scholars with the necessary critical apparatus.

The society was organized at a meeting held on May 17, 1905, in the board room of the Canadian Bank of Commerce, Toronto, at which a constitution was adopted. It was first decided that there should be two hundred and fifty members, who should pay a sustaining fee of $10 a year. Within a year this membership was full, with a waiting list. Later, it was decided to increase the membership to five hundred and to offer two hundred and fifty memberships to libraries. Eventually this membership was also taken up; and, with the exception of a few difficult years during the period of the Great War, when the society's programme of publication was somewhat interrupted and the membership fell off a little, the society has enjoyed the extraordinary and enviable record of always having had a waiting list.

At first the society aimed at bringing out two volumes a year. In 1907, the first year in which it was in full operation, it published the first volume of Mr. W. L. Grant's edition of *Lescarbot*, with an English translation, and Professor W. F. Ganong's edition of Nicholas Denys's *Description and Natural History of the Coasts of North America*, also with an English translation. In 1908, at the time of the Quebec tercentenary celebrations, it undertook to bring out, under the editorship of Mr. H. P. Biggar, a definitive edition in six volumes of the work of Samuel Champlain; and this monumental work is only now reaching completion. Other volumes published during this early period were Professor W. B. Munro's *Documents Relating to the Seigneurial Tenure in Canada*, Colonel William Wood's *Logs of the Conquest of Canada*, Professor Ganong's edition of Leclercq's *New Relation of Gaspesia*, and Mr. J. B. Tyrrell's edition of Samuel Hearne's *Journey from Prince of Wales Fort, in Hudson Bay, to the Northern Ocean*.

The great increase in printing costs during the Great War brought about the only difficult period which the society has experienced. The cost of printing rose to such an extent that the society

was only able for a number of years to issue one volume, instead of two volumes, against the annual subscription; the membership fell off until there were fifty vacancies; and it so happened that just before the war the society had committed itself to the publication, not only of the six volumes of Champlain's *Works* and A. G. Doughty's edition of Knox's *Historical Journal* in three volumes, but also of Colonel William Wood's *Select British Documents of the Canadian War of 1812*, which had been undertaken in view of the conclusion of one hundred years of peace between Canada and the United States, and which eventually ran to four volumes. To carry out such a programme as this, with a falling membership and with a rate of publication cut to one volume a year, caused the officers of the society some anxiety for its future.

Fortunately this period saw the publication of what has been hitherto the society's most successful volume. This was Mr. J. B. Tyrrell's edition of David Thompson's *Narrative*, issued in 1915. The manuscript of this narrative, covering the period of David Thompson's life in the West, had been acquired by Mr. Tyrrell many years before; and he had vainly tried to find a commercial publisher (such is the blindness of commercial publishers) who would undertake its publication. Sir Edmund Walker heard about the manuscript, and through him the Champlain Society was enabled to secure it for publication in its series of volumes. It is perhaps not too much to say that it proved to be the most important single volume ever published with regard to the history of the Canadian West. So desirable is it that on several occasions it has commanded a price of over $100 in the second-hand book market; and there are today members of the society who have become subscribers with the object of acquiring this volume alone.

It will thus be seen that the success of the society has been in no small measure due to the discrimination shown by its council in arranging its programme of publication. Had its volumes been less desirable than they are, it might easily have been compelled during the Great War to suspend operations, as so many other similar societies have had to do. As it is, the condition of the society has been so sound that it was able to signalize the twenty-fifth anniversary of its foundation by reverting in the midst of the Great Depression to its programme of two volumes a year. It is, indeed, the only incorporated company which, so far as the writer is aware, has been able to increase its dividend during the depression by one hundred percent.

Most of the earlier volumes of the society dealt with the history of eastern Canada; but the success of Mr. Tyrrell's edition of David Thompson's *Narrative* convinced the council of the society that it was desirable to devote more attention to the history of the Canadian West. Or perhaps one should say that it confirmed the council of the society in its opinion that more attention should be devoted to the West, for before David Thompson's *Narrative* appeared the society had already commissioned Mr. L. J. Burpee, the author of that classic, *The Search for the Western Sea*, to undertake an edition of the letters and journals of La Verendrye, with notes and translations. Even before this, moreover, the society had attempted to gain access to the rich treasures contained in the archives of Hudson's Bay House in London with a view of their publication. In the summer of 1913 the present writer obtained, through the good offices of Sir Edmund Walker, an interview with Lord Strathcona, then the governor of the Hudson's Bay Company, and sought permission to examine the Company's archives. I can remember the interview as vividly as if it were yesterday. The old man, bending on me his beetling white eyebrows, inquired what it was I wanted to learn from the Company's archives; and since I had no particular line of inquiry I wished to follow, but was anxious merely to go on a sort of general fishing expedition, I fear I was not able to answer his question very satisfactorily. He was most polite in expressing a desire to supply me with any particular items of information of which I might be in search; but he did not appear anxious—for reasons which I think I understand a good deal better now than I did then—to turn me loose among the Company's archives. There the interview ended. I thought at that time that Lord Strathcona's reluctance to grant me access to the records of Hudson's Bay House proceeded from a fear of what I might discover; but I realize now that my suspicions were wholly unfounded. The archives of the Company at that time were unorganized, unclassified, and uncatalogued; and to turn students loose among papers of such value would have been most improper. It was not, I think, that Lord Strathcona sized me up as a kleptomaniac; but if one student was admitted, it would be difficult to refuse admittance to others, and somewhere in the chain there might have been a weak link. That Lord Strathcona was right in refusing me admission to the Hudson's Bay House archives in 1913 is one of the lessons that experience has brought me.

Shortly after the Great War the Hudson's Bay Company embarked on an ambitious programme of arranging and cataloguing its treasures and of publishing them for the benefit of scholars—a programme that reflected great credit on the public spirit of its governor and committee. A beginning had actually been made with its programme of publication when the Great Depression compelled its suspension. At this juncture the officers of the Champlain Society renewed their application to be allowed to be of service in making available to scholars the treasures in Hudson's Bay House. First of all, Mr. J. B. Tyrrell, when editing for the society his *Documents Relating to the Early History of Hudson Bay*, was given much assistance by the archivist of the Company, Mr. R. H. G. Leveson Gower; and in the summer of 1932 the present writer, as editorial secretary of the society, was given free access to the archives of Hudson's Bay House, which had by this time been put in excellent order. To the governor and committee of the Company, and in particular to Sir Edward Peacock, one of the committee who was kind enough to interest himself in the matter, and to Mr. J. Chadwick Brooks, the secretary of the Company, and to Mr. Leveson Gower, both of whom proved to be the soul of hospitality, I can only offer here the expression of my sincere gratitude. I could not

have received at any public institution more cordial co-operation and help than I received in that all too short summer from the officers of Hudson's Bay House. The results of my sojourn in Hudson's Bay House have been embodied in my edition of John McLean's *Notes on Twenty-Five Years' Service in the Hudson's Bay Territories*, and in my forthcoming volume of *Documents Relating to the Northwest Company*. Whatever new light these books may shed on the early history of the fur trade and the Canadian West must be ascribed in large measure to the generous and public spirited attitude of the Hudson's Bay Company and its officers. In the meantime, Mr. Tyrrell had been in continuous correspondence with the officers of the Company; and through their good offices, which must have meant a vast amount of trouble and research, he has been able to bring out his recent edition of the *Journals of Hearne and Turnor*, which, I venture to predict, will be found to be a contribution to the history of Canadian exploration not less valuable or epoch making than David Thompson's *Narrative*.

It must not, of course, be thought that the Champlain Society intends to devote itself exclusively to western history. Recently it has published, under the editorship of Dr. J. C. Webster, *Diereville's Relation of the Voyage to Port Royal*, with a translation by Mrs. Webster, thus completing its quadrilogy of the important works dealing with the early history of Acadia; and it has completed arrangements for the publication, under the editorship of Dr. A. G. Doughty, of Patrick Campbell's *Travels in the Interior Inhabited Parts of North America*, a book which, published in Edinburgh in 1793, is so scarce that it has commanded in the book auction rooms a price as high as $300. It is the aim of the society to be truly national in its scope, and to publish materials of interest and value to all parts of "this Canada of ours."

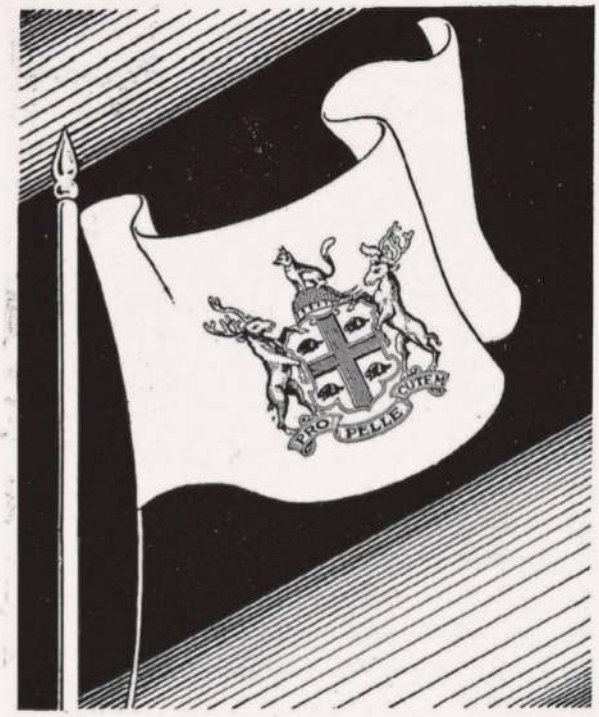
Lastly, something should be said about those who, without any reward but the satisfaction of doing something worth doing, have contributed to the Champlain Society's success. Sir Edmund Walker was the founder of the society; and he continued its president until his death in 1924, taking an active personal interest in its affairs to the end. He was succeeded as president by Professor George M. Wrong, who had been its editorial secretary from its foundation until 1922, and on whom fell much of the burden of the earlier years. In 1928 Professor Wrong, feeling that the presidency of the society should rotate among those who had contributed to the society's success, made way for Mr. J. B. Tyrrell; and in 1932 Mr. Tyrrell was succeeded by Major (afterwards the Hon. Mr. Justice) Armour, who had been the membership secretary since 1910. Mr. Justice Armour's sudden and lamented death occurred in 1933, and he was succeeded by Mr. H. H. Langton, formerly librarian of the University of Toronto, who was one of the councillors of the society appointed at the organization meeting in 1906, and who became its treasurer in 1908. Since the society has its headquarters in Toronto, it has followed, of necessity, that most of its active officers have been resident in Toronto; but it would be improper not to say that it owes gratitude also to those in other parts of Canada who, whether as vice-presidents, members of the council, or loyal subscribers, have contributed to its flourishing condition and to whatever lustre it has thrown on Canadian scholarship.

Presidents, Past and Present

Left to right: J. B. Tyrrell, geologist, explorer and historian, whose contributions to the publications of the Champlain Society have enriched Canadian scholarship; the late Sir Edmund Walker, founder of the Society; H. H. Langton, a member of the first Council in 1906 and now President of the Society.

The Governor at Cartwright

The Speech Delivered by Mr. P. Ashley Cooper at a Dinner on Board R.M.S. Nascopie in Cartwright Harbour, Labrador, on July the 12th, 1934.



FIRST of all I would like to say how glad I am to have you all dining with me on the *Nascopie*.

Cartwright is the first port of call on this trip, which is an event of importance to the Hudson's Bay Company, and of the greatest interest to myself. And I realize more vividly the many different activities and interests of which I am going to learn during the next four weeks when I see round me here representatives of the government, of the police, of the church, of the Grenfell mission, and of our own great organization. I am delighted to entertain you on our Company's ship, and I am sorry that I have not longer here to make your better acquaintance.

The Hudson's Bay Company has been trading into the bay for two hundred and sixty-five years. I am the thirtieth Governor of the Company, and yet I am the first to make this voyage to visit the northern posts. Mr. Parsons must accept the responsibility for my presence here. On my first visit to Canada in 1931, he suggested that I should make the trip, and he found a willing conspirator in Mrs. Cooper. I am sure that he never for a moment supposed that I would take him seriously. Now, to his dismay, he finds that I have arrived. But let me assure you at once that he is bearing up wonderfully under the strain.

I have just said that we have been trading for two hundred and sixty-five years. Perhaps I should go back further, to 1497 and 1610, when John Cabot visited this port and Henry Hudson sailed into the bay searching for the northwest passage to India. And it was what they saw and reported at home that stirred the ambition of the later adventurers to trade with the Indians and to draw wealth from the northeast of this great continent. It was in 1668 that the *Nonsuch*, a ketch of fifty tons, set sail from Gravesend on the Thames and, after a stormy voyage, arrived eventually in James Bay, where she wintered. In the following spring the adventurers returned to England with a substantial cargo of furs and hopeful reports of trading possibilities in the bay. Thus encouraged, Prince Rupert and the merchants who had backed the original venture were eager to obtain a royal charter giving them a trading monopoly in the lands surrounding the bay. This they obtained in 1670, and today it is carefully preserved in Hudson's Bay House, London—the oldest charter in the world belonging to a still active Company.

Since that day the coast of Labrador has seen a long line of ships commanded by celebrated masters, sailing into the bay to develop the country's trade.

For the next one hundred and fifty years, the Company was continuously fighting for its existence—fighting desperately, first with the French, and then with its great rival, the Northwest Company, with which it finally amalgamated in 1821. All through this period its forts were being captured and destroyed, its merchandise stolen, and its servants murdered or taken prisoners. But always a stern resistance was offered to the attackers; forts were recaptured and rebuilt, and, though at one time the Company had but one fort left in its possession, the trade was somehow maintained and the furs sent back to England. From 1821 the affairs of the Company progressed more favourably. The number of posts steadily increased until they stretched from the Labrador coast to Vancouver island (which was granted to the Company in 1849) and far into the Northwest. By the terms of the charter, the Company were absolute lords and masters of nearly two thirds of the present Dominion of Canada. When the Dominion of Canada was formed in 1867, this arrangement was obviously out of place, and the Company therefore handed back to the Crown their territories in return for a grant of cash and land. [*Continued on Page 64*

Lady Douglas

For Crown and Fur Trade

By
MURIEL R. CREE
Provincial Archives
Province of British Columbia

THE phenomenal career of James Douglas, chief factor of the Hudson's Bay Company, second governor of Vancouver Island colony, and first governor of the colony of British Columbia, is replete with colourful incidents.

Of Scottish birth, direct descendant of a long and brilliant ancestry, this youth, filled with the spirit of adventure, sailed from Liverpool on May 7th, 1819, on board the brig *Matthews* and landed at Quebec June 25th. He proceeded to Quebec and Montreal, where he contrived to meet some of the influential partners of the great and powerful Northwest Company, who lived in affluence there, and whose hospitable doors were ever open to strangers in a strange land.

This fur trading organization, formed in 1783-4, had its headquarters at Montreal, and was composed of twenty-three shareholders or partners. They were without charter. Some of them resided at Montreal and Quebec to manage the main concerns of the company. The remainder of the partners lived at posts in the interior of the country, where they remained for the winter months, and were called the "wintering partners." About two thousand clerks, guides, interpreters and voyageurs were employed by the company, which for a time "held lordly sway over the wintery lakes and boundless forests of the Canadas."

Of charmed interest to James Douglas were the tales of trading expeditions among the savage tribes of the great western wilds. Colourful stories were recounted by the returning partners, clerks and fur traders from the interior posts of the company, ever stirring afresh his keen desire to take part in an expedition which promised so much in the way of adventure and romance.

In 1819 he joined the company of Nor'westers, and became a clerk at Fort William. While there he came under the notice of Dr. John McLoughlin, that master among men. Is it a wonder that the doctor's picturesque figure caught the young man's fancy, not only on account of his magnificent physical strength and handsome features, but his brilliant mental qualities? Dr. McLoughlin was equally attracted by the fine upstanding youth, and from the very first seemed to vision a future in which their paths were to travel side by side.

For some months Douglas remained at Fort William, the chief depot and factory of the Northwest Company, under the watchful eye of the kindly doctor, who directed the thought and actions of this high minded and impetuous youth. Excitement ran high within the gates of the little settlement surrounded by its stockade some fifteen feet high. The ceaseless comings and goings of the ever changing inmates of the fort proved a con-

An outline of the career of Sir James Douglas, K.C.B., who, after serving in the Northwest and Hudson's Bay companies, became the second governor of the colony of Vancouver Island and later the first governor of the colony of British Columbia.

Sir James Douglas

stant source of interest. The returning boatmen and traders, with their tales of life among the savages of the far west, gave flight to the imagination and zest to the plan that was forming in his mind of some day joining a fur trading expedition himself.

Different fur trading companies sent forth their servants into the vast unknown regions of the west, and Fort William became a gateway from which they all took their departure. On their return strange scenes were enacted, while the bidding for the products of the chase waxed high and furious. Fierce was the competition of the different fur trading companies, the most formidable rival of the Northwest Company being the Hudson's Bay Company, that great British company whose charter was granted them in 1670 by Charles the Second of England. Prince Rupert was appointed the first governor, and its corporate body was composed of noblemen and gentlemen of England. It was officially designated the "Governor and Company of Adventurers of England trading into Hudson's Bay."

Much has been written about this famous company, and much more there is to be written which will add to its glory. Many stories are still told of the bravery and indomitable courage of its officers and men during the long years in which its posts were being established and its trade extended throughout the western territories.

Needless to say, the constant clashing of interests of these two companies continued day in and day out, year in and year out, until at last a meeting was held of the heads of the two concerns and it was decided that, in the best interests of both, an amalgamation must be arranged and all animosities must be buried.

This was more easily said than done; but at last it was accomplished, and in 1821 it was consummated. Great credit was given Sir George Simpson, that clever, tactful diplomat, later governor of the Hudson's Bay Company's affairs in North America, for his careful handling of a very difficult situation during the ensuing years.

By this union young Douglas found himself a member of the Hudson's Bay Company. He was then stationed at Isle a la Crosse, where he was taught much of the method of trading with the Indians. Here he remained for five years. As he grew to manhood, his high sense of honour and the purity and virtue of his private life caused him to be taken into the confidence of his superior officers, and even gained the approval of Sir George Simpson himself. Whenever a mission was to be undertaken to a remote post that required the exercise of good judgment combined with undaunted courage

One of the Bastions of Old Fort Victoria which was built by Sir James Douglas

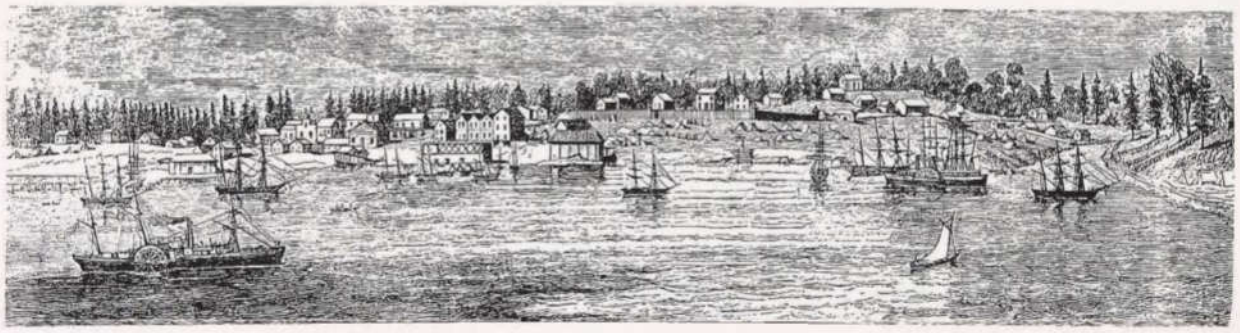
and great physical strength, young Douglas was selected for the purpose. In 1827 he married Amelia Connolly, daughter of Wm. Connolly, chief factor at Fort St. James, and in 1825 he was transferred to New Caledonia, as the northern interior was called. Like all clerks in the Company, he was sent to several different forts in this district during the next five years. He was given his commission as chief trader in 1835, and in 1840 became chief factor.

As first assistant to Dr. John McLoughlin at Fort Vancouver, he justified the doctor's faith in his ability and integrity, and there basked in the complete confidence and esteem of his chief. Indeed he was treated more like a son than a subordinate. Gradually McLoughlin shared all matters of importance with Douglas, and many letters written from Fort Vancouver are signed by both.

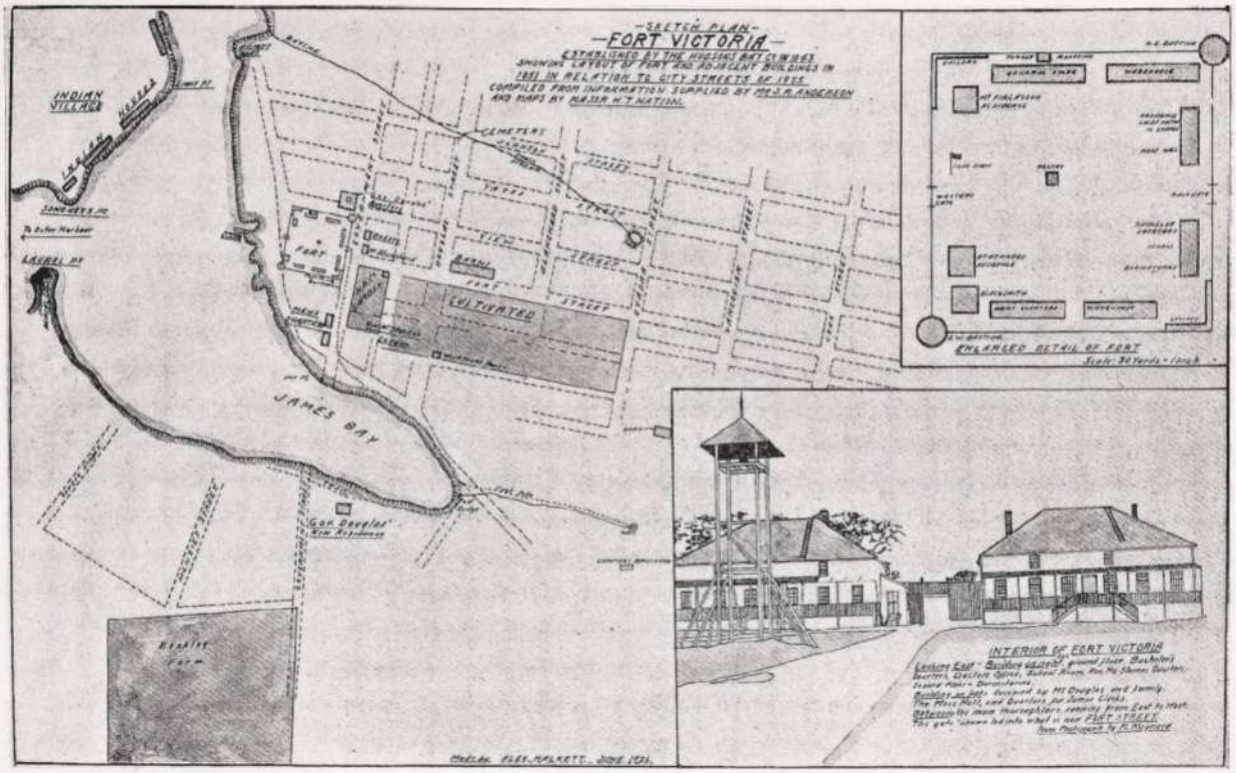
Not long after this the Company decided to establish a new trading post on Vancouver island, and young Douglas was delegated to make the selection. With a party of six men, he left Fort Nisqually on the schooner *Cadboro*, and visited most of the promising points which had been looked upon with favour by Sir George Simpson and Capt. McNeill. The different harbours on the south end of the island were explored and the adjacent land gone over thoroughly. He was forcibly impressed with the great beauty of the scenery and the salubrity of the climate. In his report of the 12th July, 1842, he says: "To this part of the coast I directed much attention, and having travelled over almost every mile of it, I will here state the result of my observations." Then follows a detailed description of each, its drawbacks and its good points as a site for the new fort. Coming to Camosack, or Camosun as the Indians called the district on which Victoria now stands, he wrote:

"The next harbour, about one mile and a half east of the former, is the port and canal of Camosack, which, as already said, I think the most advantageous place for the new establishment. From the general description here given, I fear you will not discover any traces of the level champaign country so fancifully described by other travellers who preceded me in this field. And you will also observe that there is one important objection which applied to all the places except Camosack mentioned in this sketch; namely, the absence of any tract of clear land sufficiently extensive for the tillage and pasture of a large agricultural establishment. It would also be difficult to find a convenient situation for an establishment on the rugged high shores of any of the other harbours, and, moreover, these latter places, with the exception of 'Sy-housung' (Sooke or Soke) and 'Metchosin,' are all scantily supplied with fresh water.

"On the contrary, at Camosack there is a pleasant and convenient site for the establishment, within fifty yards of the anchorage, on the border of a large tract of clear land which extends eastward to Point Gonzalo on the southeast extremity of the island, and about sixty miles interiorly, being the most picturesque and decidedly the most valuable part of the island, that we had the good fortune to discover." And later: "It is unnecessary to occupy your time with any further details on



A view of Victoria in 1858. The picture is drawn from the entrance to the Inner Harbour and shows the old HBC Fort Victoria


-SKETCH PLAN-
-FORT VICTORIA-
ESTABLISHED BY THE HONORABLE HUDSON'S BAY COMPANY
SHOWING LAYOUT OF FORT AND ADJACENT BUILDINGS IN
1851 IN RELATION TO CITY STREETS OF 1932
COMPILED FROM INFORMATION SUPPLIED BY MR. D. R. ANDERSON
AND MAPS BY MAJOR H. T. NATION
INDIAN VILLAGE
CEMETERY
CULTIVATED
JAMES BAY
ENLARGED DETAIL OF FORT
INTERIOR OF FORT VICTORIA

the subject of this cruise, as the present sketch will enable you to form a correct estimate of the advantages and disadvantages of the several places visited; and I think your opinion cannot vary much from my own respecting the decided superiority of Camosack over the other parts of the island, or of the continental shore known to us, as a place of settlement. The situation is not faultless or so completely suited to our purposes as it might be, but I despair of any better being found on this coast, as I am confident that there is no other seaport north of the Columbia where so many advantages will be found combined."

The wisdom of his decision was recognized, as he was directed to choose fifteen men and proceed to establish the new trading post. On March 1st, 1843, they sailed from Fort Nisqually on the Hudson's Bay Company's steamer *Beaver*.

It was decided to call the new fort "Fort Victoria," after the reigning sovereign. It was set forth in resolution 63 of the council of 1843: Resolved, "That the new establishment to be formed on the Straits of de Fuca to be named Fort Victoria to be erected on a scale sufficiently extensive to answer the purpose of the depot. The square of the fort to be not less than 150 yards, the buildings to be substantial and erected . . . . with the view to guarding against fire."

Few of the present day can appreciate the difficulties and magnitude of the work he accomplished. His influence with the native tribes was outstanding. He treated them with firmness and justice, yet with the affection of a father.

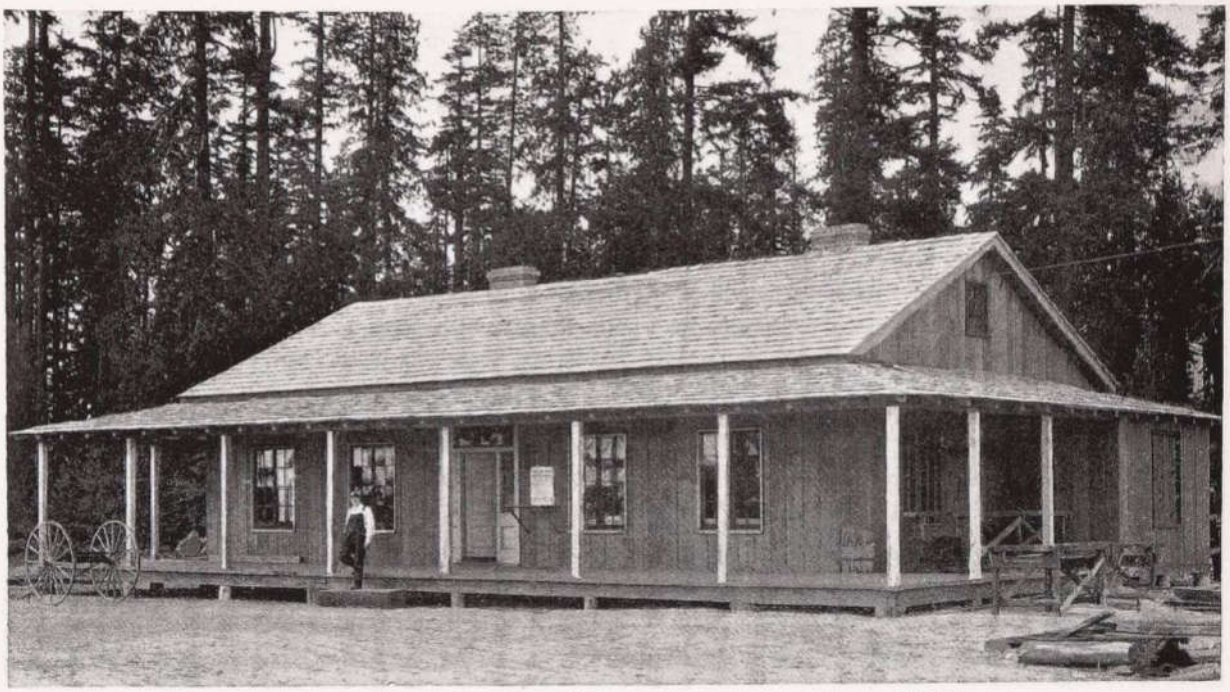
The building well under way, Douglas left the work in the hands of Charles Ross and Roderick Finlayson, and proceeded north in the *Beaver*, visiting the northwest coast, sections of which were then known as New Hanover, Cornwall and North Norfork, before returning to Fort Vancouver.

He was appointed agent on Vancouver island for the Hudson's Bay Company and Puget Sound Agricultural Companies in 1849, and in June of that year he and his family arrived at Victoria to take up their residence in the fort.

Following the resignation of Richard Blanshard, 1851, Douglas was appointed governor of the colony of Vancouver Island, and vice-admiral of Vancouver Island and its dependencies, and was proclaimed governor of Queen Charlotte Islands 26th March, 1853. In 1858 he was made governor of the newer colony of British Columbia, and on the 11th of August, 1863, he was created K.C.B. in recognition of his twelve years' service. Thus a high pinnacle of unbroken success was reached, and sustained until his final retirement in 1864.

A farewell banquet was tendered him by the officials of the colony of British Columbia, at which an address signed by nine hundred residents was presented to him. His reply to it gives one an insight into his character as nothing else could.

"This is surely the voice and heart of British Columbia. Here are no specious phrases, no hollow or venal compliments. This speaks out broadly, and honestly and manfully. It assures me that my administration has been useful, and I have done my duty faithfully; that I have used the power of my sovereign for good, and not for evil; that I have wronged no man, oppressed no man, but that I have, with upright rule, meted out equal-handed justice to all."



The Factor's House of Fort Nisqually as it is being restored at Tacoma, Washington. It is to be furnished with period pieces and will be used as the fort's museum.

Fort Nisqually Lives Again

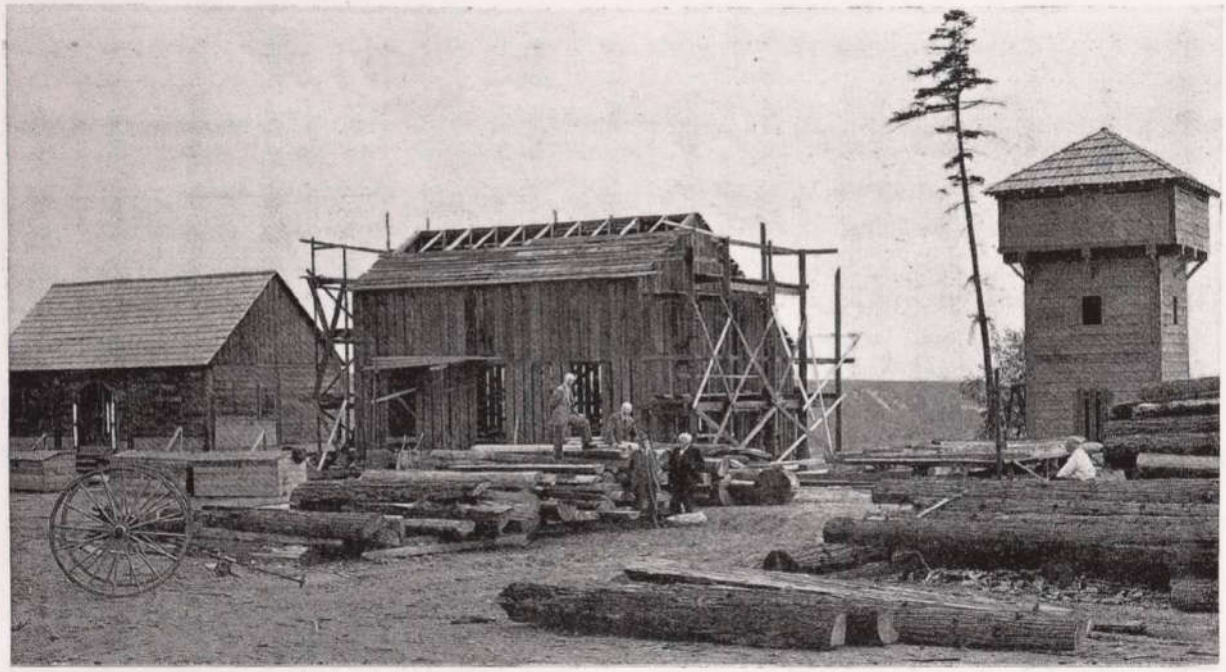
By
ALFRED L. GEHRI

With Genuine Regard for Pioneer Workmanship and an Understanding of the Past This Old Company Post Is Being Restored at Tacoma, Washington

FORT Nisqually, an old Hudson's Bay Company's trading post, founded on Puget Sound in 1833, is being restored as a historical landmark by the combined efforts of the United States government, the State of Washington and the City of Tacoma. The factor's house, store, granary, blacksmith's shop and bakery are being constructed exactly as they stood in 1843 within a log palisade by unemployment relief labour. The original Nisqually house was built by a party of Hudson's Bay men, under Archibald McDonald, who set out from Fort Vancouver on the Columbia river with instructions to establish a trading post on Puget Sound. They chose a location on a high bluff overlooking the Nisqually river valley and a broad expanse of Puget Sound. To the rear of the site were rolling prairies, on which grazed vast herds of deer. The post, the first habitation constructed by white men on Puget Sound, was a crude log building surrounded by a hastily erected picket palisade. This poorly constructed palisade blew over in a gale during the first winter and had to be replaced by a more substantial structure.

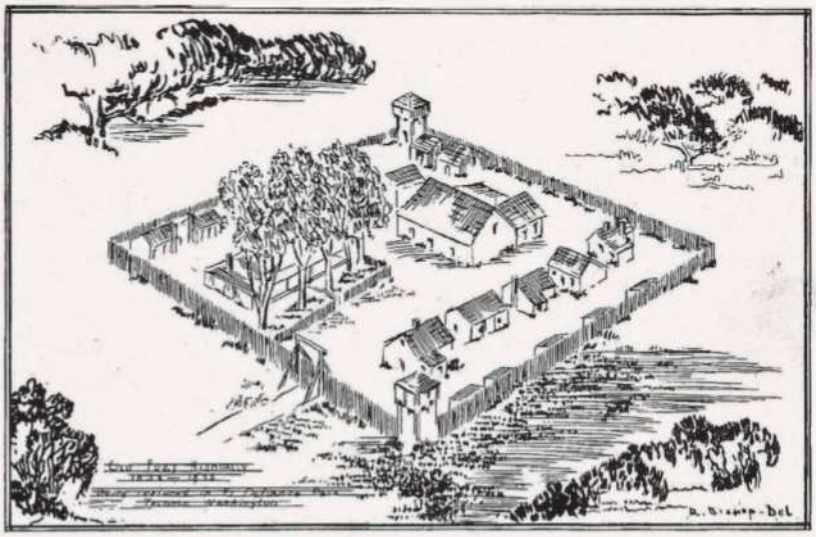
The Nisqually and other Puget Sound Siwash Indians with whom trade was established were friendly and helpful. The fort prospered from the start. In 1843 Dr. William Tolmie (the father of ex-Premier Tolmie of British Columbia, who was born at Fort Nisqually) was given full charge as factor and encouraged to embark on a programme of expansion. He at once commenced building a larger trading post and a walled fort a little more than a mile inland on the prairie. The buildings of squared logs and whip-sawed lumber were much more comfortable and serviceable than the old. At opposite corners of a log palisade substantial bastions were erected and armed with cannon and swivel guns.

After the fort was finished Dr. Tolmie sought trade with the Yakima and Klickitat Indians occupying the territory east of the Cascade Mountains between the Frasier and Columbia rivers.



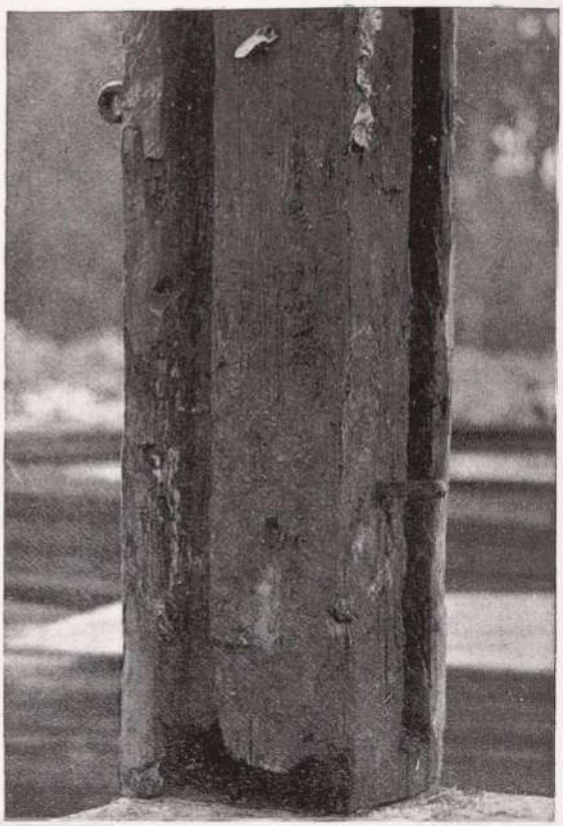
Above: The Bastion and buildings rise as a tribute to fur traders.

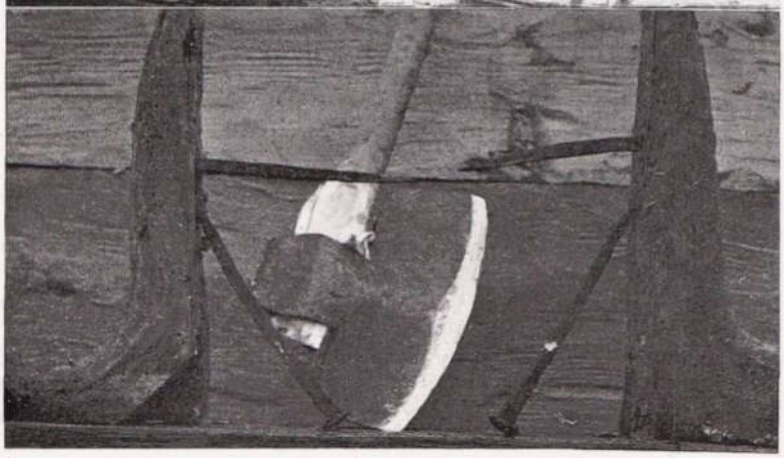
Right: Nisqually as it will appear.



Mr. Edward Huggins, assistant factor under Dr. Tolmie and later factor, records in one of his letters the arrival of a brigade of 250 fur laden horses from the newly tapped territory. That Dr. Tolmie and Mr. Huggins were successful in dealing with these troublesome Indians is borne out by the fact that, except for a riot at the fort gates in 1849, when one American settler and one Indian were killed, there is no record of bloodshed. The United States authorities who had then established jurisdiction over the territory promptly hanged the Indian instigators of the riot after a fair trial at Fort Steilacoom. During the Indian uprising of 1855, when every homestead between the Puyallup and Stuck rivers was burned and a number of settlers killed, none of the cattle or property of the Company was harmed. This was a remarkable tribute to Dr. Tolmie and Mr. Huggins, who were honoured and respected among all Indian tribes because of their kindness and fair dealings.

Dr. Tolmie encouraged settlers to locate near the fort, and allowed them to trade home-made cedar shake shingles at the rate of $3.00 per thousand. There was no outside demand for these shakes, and they accumulated rapidly. It was thought by some of the Company's authorities that they should discontinue to take these shakes, or at least greatly reduce the price. Governor Douglas immediately replied that the shakes were the only method by which the settlers could pay for their supplies, that the price was low enough, and that the Hudson's Bay Company were morally responsible to take them. So the unsold shakes accumulated. But this excellent example of the fairness to the American settlers in the end entailed no loss to the Company. Gold was discovered in California, and the resulting building boom at San Francisco created such a demand for shingles that the Company was able to dispose of their whole stock at $13.00 per thousand, realizing a handsome unexpected profit.





Upper left: Hand split cedar shakes. Above: The grooved upright of original granary. Centre: Reconstructing granary, using the original timber. Bottom: Broadaxe and original hand forged nails.

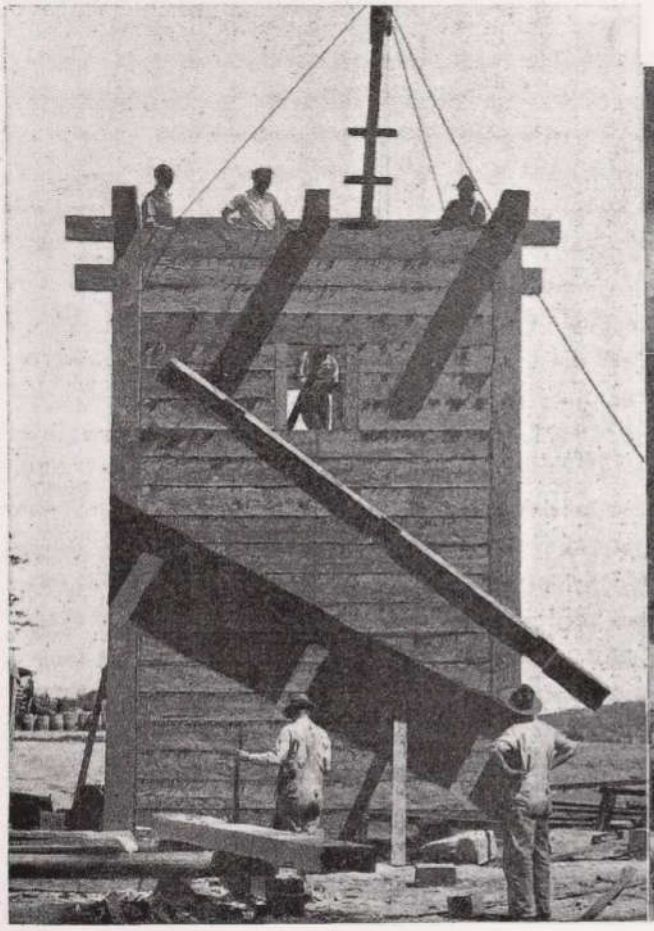
Foreseeing the falling off of the fur trade in the northwest due to the steady influx of settlers, the Hudson's Bay Company organized in 1838 a subsidiary firm, the Puget's Sound Agricultural Company. At Fort Nisqually this firm pastured great herds of sheep and cattle on the prairies and river bottoms. Under Dr. Tolmie's leadership the Nisqually post had 1500 acres under plow, with 10,000 sheep and 6000 head of cattle on the range. Farm products were shipped to the Russians in Alaska, the Hawaiian Islands and England. The Company laid claim to 167,000 acres of land between the Nisqually and Puyallup rivers. Land then vallued at 25 cents an acre could not be purchased today for $10,000.00 an acre.

In 1846, when the boundary west of the Rocky Mountains between Canada and the United States was determined, the United States government agreed

to reimburse the Hudson's Bay Company and the Puget's Sound Agricultural Company for the loss of their land and investment in the Oregon Territory. A joint commission was appointed, which surveyed and appraised the holdings and agreed upon a fair price. In 1869 the sum of $650,000.00 in gold was paid the Hudson's Bay Company and the Puget's Sound Agricultural Company for all their properties and claims in Oregon Territory. Of this amount $12,000.00 was the value placed on Fort Nisqually. The companies then withdrew. Edward Huggins, the last factor, became an American citizen and held as a homestead the land on which the fort stood.

His farm was sold to the Du Pont Powder Company in 1906. Only the old granary, which had been used as a chicken coop, and the much altered and remodelled factor's house remained to show where the fort had stood. The Washington State Historical Society in 1933, the one hundredth anniversary of the establishment of Fort Nisqually, realizing that the granary was the oldest standing building in the state, made an effort to preserve the structure. They enlisted the aid of the Young Men's Business Club of Tacoma, which ambitiously agreed to sponsor the restoration of the entire fort. The club evolved a plan to rebuild Fort Nisqually in one of Tacoma's parks. The Du Pont officials gladly consented to the removal of the buildings, which interfered with their plans of expansion. The original site is now marked by a massive monument.

The Young Men's Business Club interested the Honourable Clarence E. Martin, governor of the State of Washington and a member of the club, in the project. He at once pledged his influence to have Federal and State unemployment relief funds set aside to pay labor for the immediate rebuilding of the complete Fort Nisqually. A site in Point Defiance Park within the city limits of Tacoma was chosen. This location, on a high wooded knoll, commands the same scenic view of Puget Sound, the Olympic Mountains, and Mt. Rainier-Tacoma that the original fort enjoyed. Mr. Roland E. Borhek, A.I.A., was engaged as architect to draw plans and supervise the reconstruction. It was decided to rebuild the fort with historical accuracy as to materials and details. No paleontologist reconstructing an extinct animal from a few fossils had a greater task than Architect Borhek in preparing accurate plans of buildings long since vanished. Various histories disagreed in such major details as the number of bastions on the palisades: A description of the fort with the relative location and ground size of the buildings within the palisade, which measured 200 by 250 feet, was found



Lower left: The bastion goes up. Below: Saw filer trueing a whip-saw; Whip-sawing planks—old style; Squaring logs in the timber yard.

among the records of the joint commission which set a value on the property. In the Ferry Museum at Tacoma were several pieces of heavy old hand forged hardware, and a rough pencil sketch of the exterior of the palisades. Fortunately the old granary, an excellent example of the Hudson's Bay Company's method of building, was intact. Instead of the notched round log construction of the American settlers, squared timbers with mortised joints were used.

Gray haired pioneers, who as children had played around the fort, were interviewed. One of them wrote:

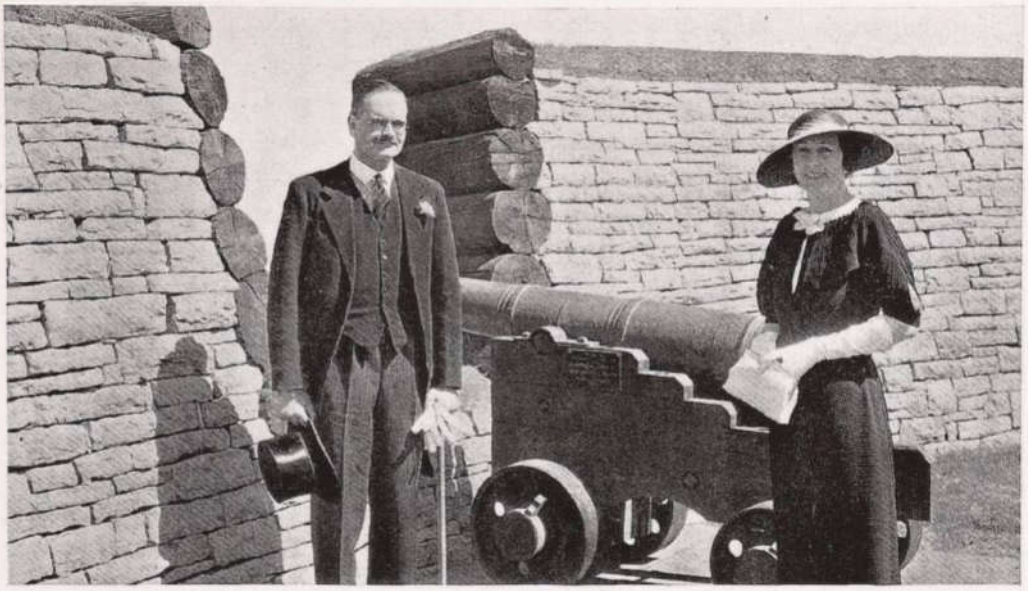
"The construction of the bastions, or blockhouses, two in number at opposite corners, was the same as used for the granary. Heavy fir logs were adzed to timbers 10 by 14 inches square with tenons on the ends. These tenons were mortised into grooves in heavy upright corner posts and pinned with oak dowels. Oak pegs three feet long were driven down through holes bored in the horizontal timbers, making a very strong construction. When the last blockhouse was taken down after many years it had to be dismantled timber by timber and these oak pegs had to be sawed. The bastions had three port holes on the second story for the cannon. These port holes were of the same construction and hinged so they could be raised outward when the cannon was to be fired. The port holes faced west, north and east." Again the pioneer writes, "The fireplaces in the factor's house were faced in brick. The one in the dining room had swinging angles of iron built into it to hold pots for cooking. In my early youth I never saw it used other than to suspend a tea kettle. I have vivid memories of this steaming kettle during stormy winter evenings and the mystic songs it sang. Particularly when old Billy Young was in good humor and would favor us with his Scotch ghost stories."

After assembling all of the historical data, the Young Men's Business Club called upon the relief agencies to furnish skilled and unskilled labor. The public works directors looked upon the rebuilding of Fort Nisqually as an excellent means of employing needy men who were too proud to accept direct relief. They agreed with the architect that in restoring the fort with historical exactness it would be necessary to do all work by hand labor. No power equipment was to be used. The rate paid the men was the prevailing union scale. The crews were rotated, no man being allowed to receive in wages more than his allotment, according to the number of his dependents, would be under direct relief. It was known that this method would be inefficient but would give employment to a great number of needy men. The men averaged two day's work a week, and considerable time was lost in starting three different work crews each week. It is estimated that the total cost of the reconstruction of Fort Nisqually with the furnishings, landscaping, and picnic grounds will be in excess of $75,000.00. No set amount of money was allotted to the project. Each month the State Relief Board appropriated the sum needed. These relief funds are for labor only. The Park Commission advanced the funds necessary to buy the preliminary materials. The Young Men's Business Club had a poster stamp designed commemorating the rebuilding of the fort and the hundredth anniversary of its founding. These stamps were placed on sale in the leading stores of Tacoma and Seattle. Various philatelic societies recognized the stamp in their publications and stamp collectors from all over the world purchased them. Well over a thousand dollars has been realized from this source and turned into the building fund. Leading pioneer families of wealth have contributed liberally to the fund and a number of mercantile establishments have made material donations.

The site in the park was heavily wooded with giant Douglas firs and cedars. These were hewn into timbers by hand. At first it was found that the average carpenter knew little of swinging a heavy broadaxe, or how to dress timbers true and smooth with the adze. Much time was lost until the men acquired the skill of their forefathers. To roof the buildings, a large crew were put to splitting cedar shakes with a frow and dressing them down to shingles with a drawknife. The men, many of them sons of pioneers, entered into the spirit of the rebuilding. Once when funds were exhausted before the end of the month, several of the men worked without pay in order to complete a necessary piece of construction.

Whip-saw frames were built and planks for the floor and window trimmings were ripped out. Great difficulty was experienced in sharpening the whip-saws so that they would saw true. Although any number of saw filers could be obtained who understood sharpening cross-cut saws, none seemed to possess the skill necessary to set the whip-saws. Finally an old man who, in his youth had worked for the Hudson's Bay Company in the North, was located. In a short time he adjusted the saws and no more trouble was experienced. With the wrought hardware and hinges from the Ferry Museum as patterns, two blacksmiths were set to fashioning hardware. Their glowing forge and ringing anvils was a great source of interest to sightseers who visited the project. Incidentally, without any special publicity, 2000 cars in one day visited the park to inspect the old granary, which had been carefully dismantled and re-erected at the new location.

Newspapers all over the West have published feature articles about the project. One large daily, sensing the public interest, has been running a series of historical essays. Local radio stations have broadcast special Fort Nisqually programmes. A Tacoma department store assembled from all over the state examples of pioneer relics and displayed them in their show windows. Day and night people thronged to view the spinning wheels, looms, clothing, domestic implements, and farm tools of the days before the machine age. Suburban schools were closed early so that the pupils could view the display. So great was the interest that the exhibition was kept several days longer than originally planned. The school board encouraged the students to compete for a prize of $50.00 offered by the Young Men's Business Club for the best essay on "The American Settlement of Pierce County From the Establishment of Fort Nisqually to 1870." Another prize has also [*Continued on Page 65*



The Governor and Mrs. Cooper at the opening ceremonies of old Fort York, Toronto. In the background is the cannon presented by the Company to the City of Toronto. (Photo, A.S.N.)

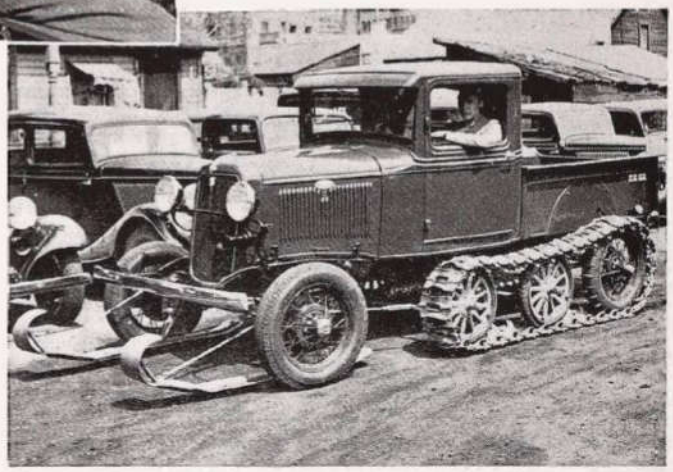
FOUR PAGES OF NEWS PICTURES

Above: Colin Fraser, Fort Chipewyan son of Sir George Simpson's piper.

Left: H. A. Stone, manager of the store at Vancouver.

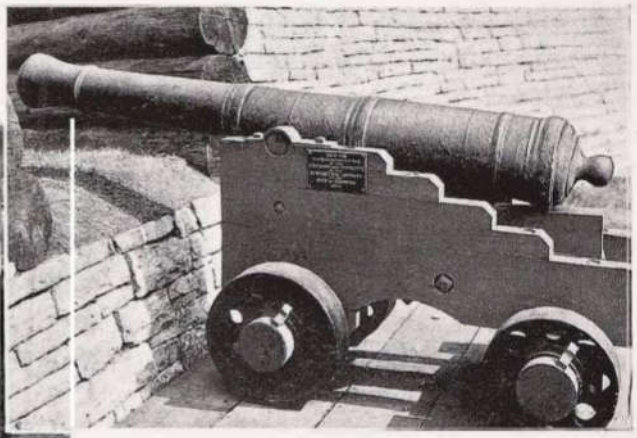
Right: Sergeant Petty of the Royal Canadian Mounted Police; James A. Thom, former post manager at Repulse Bay, now at Cambridge Bay, Western Arctic; and Harry Ford, formerly of the post at Baker Lake.

Left: P. A. Chester, General Manager of the Hudson's Bay Company in Canada (centre), talking with retail store officials at the Point Grey Golf Club, Vancouver, during a leisure moment on one of his recent tours of inspection of the Company's establishments. With him are, on his right, M. Low, supervisor of food departments at the Vancouver store, and on his left, D. Robertson, controller, also of the Vancouver store.

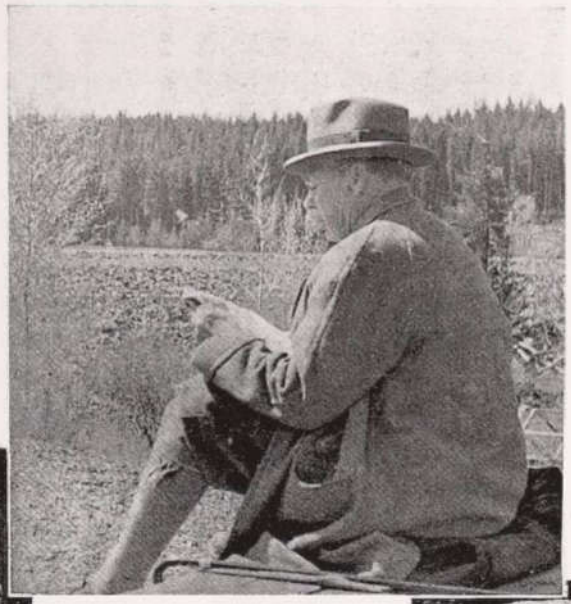


Above: A Ford V8 Snowflier which has been purchased by the Fur Trade Dept. for use in the Western Arctic district. It is the first of its kind to go north and will take the place of the older dog teams. R. H. G. Bonnycastle, the district manager, is in the cab. Below: The Hudson's Bay Company loaned to the City of Toronto two old guns for the restoration of old Fort York. The guns came from Fort Prince of Wales. One of the guns is here shown in position.

Mr. and Mrs. Simon Smallboy, the oldest inhabitants at Moose Factory. Mr. Smallboy, who is 85 years old, is one of the last of the Moose river guides.

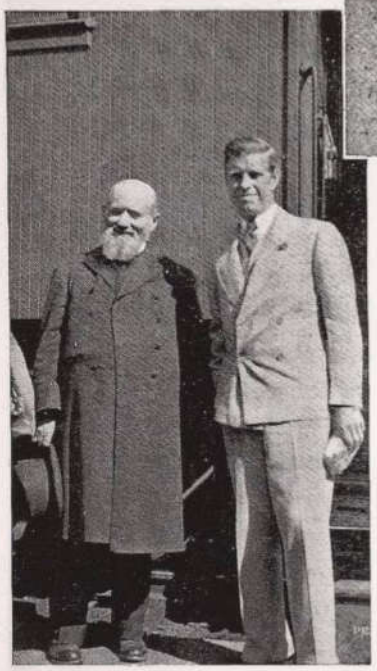


Left: Their Excellencies the Governor-General and Lady Bessborough with Colonel Alley, the director of the Toronto Centennial celebrations, leaving Fort York after the conclusion of the ceremony on 24th May, 1934, when the Governor-General officially opened the fort after its restoration to its original condition.



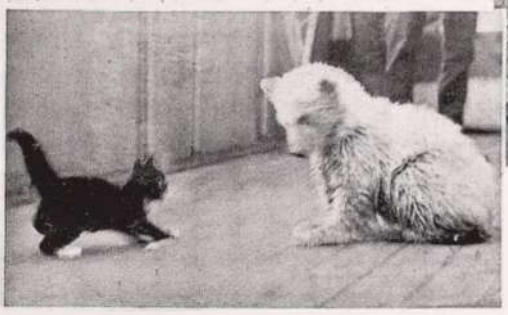
Below: The Right Reverend Gabriel Breynat, O.M.I., Roman Catholic Bishop of Mackenzie, with Mr. Robert Cromie, proprietor of the Vancouver Sun, *at Edmonton last spring when about to leave for Waterways. They both went down the Mackenzie river on the Company's ship "Distributor" on her first trip north of this season.*

Below: A piece of stone from the walls of Fort Garry which was presented by the Hudson's Bay Company and the City of Winnipeg to the U.S. Department of Labour to be used in the construction of a fireplace of historic stone at Bemidji, Minn., tourist information bureau. The stone was dug from the foundations of the old Winnipeg store, the stone from the walls of the fort having been used for their construction.



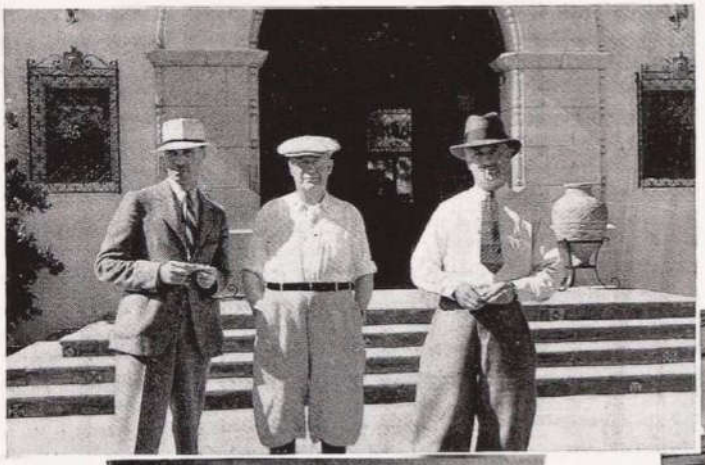
Above: George W. Allan, K.C., Chairman of the Canadian Committee of the Company, reads the Financial Post while waiting for the Kettle Valley train at McCulloch, B.C., last May. Mr. Allan is also a member of the London Committee of the Hudson's Bay Company, president of the Great West Life Assurance Company and on the boards of many other companies.

Below: In our December 1933 issue we gave the story of Buddy the bear who was captured when a cub by the R.C.M.P. and is now one of the main attractions at Banff National Park. We have received many proofs of Buddy's popularity among the children, and we are now indebted to Mr. Walter Fowles, of Victoria, for enabling us to show them a picture of Buddy as a cub on board the Nascopie.

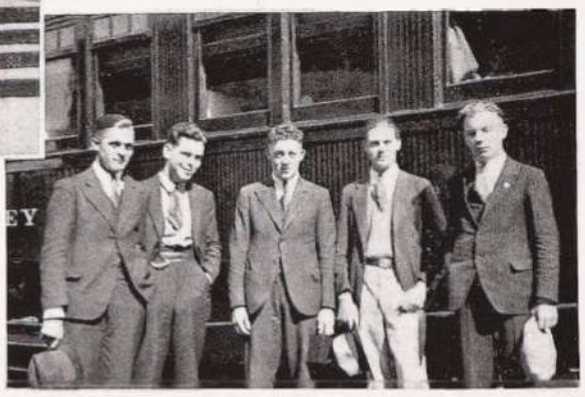


Above: The Company's buildings at Fort Vermilion during the Peace river floods in May this year. At some points the river rose eighty feet and did damage of many thousands of dollars. The flood occurred at the height of the muskrat season and the rats were driven several miles back into the bush, so hindering trapping operations. In addition there is a possibility that a large number of fox cubs were drowned in the surrounding country.

Elsewhere in this issue of "The Beaver" we have printed the story of the pipe smoking contest organized by our Retail Store in Calgary. Above is a picture of the contest in progress when some of the first smoke of battle had cleared away and many contestants had dropped out. On the right is Mr. G. F. Jones, the winner, who kept his pipe going 1 hour 32 minutes, displaying his prize.



Left: Hudson's Bay Company brands of liquor are now on sale in the United States. The photograph shows C. W. Veysey, General Manager of the Company's wholesale dept., who manages the liquor business, in the centre, with W. Gilkey, agent for California, and A. Brock, Mr. Veysey's assistant at Agua Caliente, while arranging new agencies.



Above: Five Edmonton youths who have been signed on for five years as apprentice clerks in the Company's Mackenzie-Athabasca district. Left to right: I. R. Eklund, T. W. Fraser, J. K. Schurer, L. R. Smith, S. F. Dean. They went north in June. Left: Retail store buyers en route to Europe. On the left is T. J. Aicken, and on the right, R. Simpson and W. H. Sharpe.

THE FUR TRADE

Commissioner's Office

The 1934 voyage of the *Nascopie* to Hudson Bay and the Eastern Arctic will be a memorable one in that for the first time in the long history of the Company a Governor of the Company entered Hudson Strait and Bay. When the *Nascopie* left Montreal July 7, she had on board the Governor and Mrs. P. Ashley Cooper, who made the trip to Churchill, calling at posts en route on the Labrador, Hudson Strait and Hudson Bay. Chief Factor Ralph Parsons met the Governor at Montreal, after having visited Ottawa and other eastern points, and accompanied him on this trip. The party returned from Churchill by rail and plane, calling at The Pas and northern Manitoba posts en route to Winnipeg.

Major McKeand again represented the Department of the Interior on the *Nascopie*, while Inspector Irvine was representative for the Royal Canadian Mounted Police. Among other passengers from Montreal were: M. Lubbock, G. R. Macdonald, R. H. H. Macaulay, and H. Bassett, accompanying the Governor; Rev. George and Mrs. Gillespie and Rev. A. C. and Mrs. Herbert, of the Arctic mission; and Dr. Alex. MacKinnon, of the Department of the Interior, who acted as ship's doctor.

Miss F. Hirst joined the ship at Charlton to proceed to Pangnirtung, where she will relieve Mrs. Saucier as matron of the mission hospital. Rev. J. H. Turner also joined the ship at Charlton to proceed to Pond's Inlet.

Passengers joining the *Nascopie* at Churchill included Mr. and Mrs. Geo. W. Brown, of Gates Mills, Ohio; Reginald Orcutt, of London, England; and Nicholas Polunin, also of London, England; all of whom are making the trip to the Eastern Arctic and returning to Halifax.

N. E. Beynes, technical superintendent of the London warehouse, whose visit to Canada we mentioned last quarter, later made an extended trip through Western Canada, visiting northern Saskatchewan and Alberta posts by plane and all the main fur centres between Winnipeg and the coast. Mr. Beynes returned to England during the latter part of June, after having spent some further time at New York and other eastern centres.

Among our out-of-town visitors during the past few months we recall Bishop Turquetil on his way to Churchill; Bishop Fleming, who visited the Western Arctic and Hudson Bay this summer; George Kidd on his way to Churchill; Alex. Flett, of Pine Falls; Pilot and Mrs. Gilbert, of Canadian Airways Limited; Archbishop and Mrs. Stringer; Dr. Edmond Bruet, of Paris, France; Professor Hallowell, of Philadelphia; and Alfred T. Flint, of Madison, Wis.

Dr. Livingstone, of the Department of the Interior, passed through Winnipeg during the early part of August on his way to Churchill to join the *Fort Severn* to go to Chesterfield Inlet, where he will be located during the coming winter.

The building of the Company's new fur farm at Bird's Hill, near Winnipeg, is proceeding apace, and it is expected that it will be stocked and in operation about the end of August. R. Wright has been employed as manager and is busy preparing the farm for occupancy.

J. E. Love is at present enjoying a holiday with his wife and son at Boston. Edwin Craig has been appointed manager of the Mingan fur farm and has now taken over his duties at that place.

W. O. Douglas visited Mingan fur farm and other eastern points during July and August.

H. P. Warne visited New York in July, where he met Messrs. Stacpole and Ingrams, of the London office, who were visiting there in connection with fur trade matters.

E. W. Fletcher visited posts in the Mackenzie River district, and also Vancouver, during the latter part of July.

The M.S. *Fort James* arrived at Vancouver from St. John's, Newfoundland, via the Panama Canal on July 22. While north of the Barbados she had the misfortune to break her tail shaft. Temporary repairs were made at Bridgetown, but the vessel's speed was reduced and this, coupled with almost constant head winds on the west coast, greatly delayed her arrival at Vancouver. After being dry-docked at Vancouver and necessary repairs made, the vessel loaded for the Western Arctic and sailed from Vancouver on July 29. A good passage was made to Dutch Harbour, Alaska, the vessel clearing from there on the last leg of her long voyage on August 11.

J. Cantley visited Vancouver during the latter part of July in connection with the repairing and loading of the *Fort James*.

W. M. Ritchie accompanied the *Nascopie* on her voyage to Charlton, but returned from there to proceed to his home in Scotland on a long deferred furlough.

Paul Mehmel, who with Mrs. Mehmel and family were holidaying in the West, was a visitor at the office during July.

Alex. Fraser, of Saskatoon, underwent an operation during the summer, but we are glad to hear that he is now almost fully recovered.

The Fur Trade joins in the congratulations being showered on the manager of the Land Department and Mrs. Joslyn on the birth of a son August 11.

It is with regret that we have to record the deaths of two of the Company's retired employees: Alan Nicolson at Victoria, B.C., and J. Hodgson at St. Louis, Saskatchewan. Mr. Nicolson entered the service in 1880 and served continuously in James Bay district until he retired in 1921. He held the Company's gold service medal and two bars. Mr. Hodgson also entered the service in 1880 and was attached to the Mackenzie-Athabasca district throughout his period of service. He retired in 1907, holding the Company's silver medal and one bar.

British Columbia District

Visitors to the Vancouver district office recently were: E. W. Fletcher, Fur Trade controller; J. Cantley, of the F.T.C.O.; J. O. Kimpton, of the F.T.C.O., and L. T. Kempple, of Fort Grahame; W. S. and Mrs. Russell, of Hazelton; L. F. and Mrs. Murphy, of Fort St. James; Capt. G. C. Mortimer, Indian agent at Hazelton; and H. M. Perison, of Fort St. James. Mr. Kempple was married to Miss Laura Melynachuch at Lloydminster, and we wish the newly-weds happiness.

Our sympathy is extended to Mr. and Mrs. M. Larson on the death of their youngest daughter, who passed away at Whitehorse, Y.T. Mr. Larsen is a pensioner of the Company and was for many years in charge of McDames Creek post.

We welcome to the staff of this district Geo. Morrison, who is in charge of the new butcher shop at Hazelton, and Walter M. Mills, who has been engaged as an apprentice and is stationed at present at Telegraph Creek.

To celebrate our two hundred and sixty-fourth birthday, and to round out a complete service to the community of Hazelton district, a new butcher shop has been opened. It is a modern and sanitary store, and presents meats, butter and eggs to the public in the most perfect condition. The butcher shop adjoins the main store, and its equipment consists of a modern storage room and meat display case of special construction, assuring complete refrigeration and display. The meat storage compartment is of good size and so built that it has continuous circulation of air.

The district manager returned to Vancouver on 23rd July, after visiting posts in the Finlay River area and in the Cassiar district. He was accompanied on his return to Vancouver by W. G. Crisp, who is now attached to the district office staff. Mr. Fleming has been transferred from Old Fort Babine to Dease Lake and P. B. Hepburn succeeds Mr. Fleming at Old Fort.

Mackenzie-Athabasca District

On May 30 we were visited by the Fur Trade Commissioner, Mr. Ralph Parsons, who had just arrived in Edmonton from an inspection trip which covered part of Saskatchewan and Mackenzie-Athabasca districts. He was accompanied by Norman E. Beynes, of the London office, and R. A. Talbot, manager of Saskatchewan district.

A later visitor to the office was E. W. Fletcher, Fur Trade controller, of Winnipeg, who spent a short time with us before proceeding to Fort Smith. Returning from the North, he went to the Coast, returning again to Edmonton for a few days' stay.

The district manager spent the summer inspecting posts in Mackenzie River dis-

trict, returning to Edmonton in the middle of August.

Six new apprentices have been appointed to the district, all of them engaged in Edmonton. John Kennedy Schurer will be stationed at Fort McPherson; Stanley Fredrick Dean at Arctic Red River; Thomas Wesley Fraser at Fort Dease; Ivar Raymond Eklund at Fort Fitzgerald; and Laurence R. Smith at Fond du Lac. Maurice Henry Gates will be stationed at LeGoff.

These boys have all been interested in the Boy Scout movement. Mr. Dean, as a reward for his outstanding work in that organization, was given a trip to Fort Smith last year and his interest in what he saw in the country led to his joining the service at the first opportunity.

Our new store at Fort McMurray was opened in June and great interest has been taken in it by residents of that community. The store, with manager's residence overhead, is typical of the new buildings being erected by the Company throughout the country. In connection with it, we have opened a fresh meat department, and Howard James Morrison, of Edmonton, has been engaged to operate it. As is customary in the North country when a new residence or store is opened, everyone congregated at the place on the opening day. Refreshments were provided for the visitors with the welcomed assistance of ladies of the town and wives of members of the transport staff at Waterways. Mr. Duddy, the manager, was kept busy in winding up his faithful gramophone to provide music for a dance which took place in the evening.

On Sunday, July 15, a serious fire took place at Fort McMurray, entirely destroying several stores, the hotel, government telegraph office, and dance hall. As soon as possible the work of reconstructing the property destroyed was undertaken, and before long Fort McMurray will have new buildings which will give the place a far better appearance than in the past.

We were pleased to hear that twin sons had been born to Mr. and Mrs. Ian M. Mackinnon, of LeGoff post. To everyone's great regret, however, one of them was delicate and lived but a short time. The other boy, however, we are pleased to know, gives every promise of developing into a sturdy child.

We extend our congratulations to Mr. Stanley S. Mackie, manager of Fort Wrigley post, who this summer was married to Miss McLeod, of Fort Providence, whose father, Fred McLeod, is one of the very old employees of the district.

Andrew H. Russell, manager of Fond du Lac post, left here in July for a visit to England, accompanied by his wife and two sons. L.A.C. O. Hunt, of Fort Chipewyan post, also has left for England. We expect them to return next winter.

Great activity has been shown this summer in the mining area around Great Bear Lake. A considerable number of men are employed on development work, and many geologists and mining men of note have gone into the district by steamer and aeroplane to inspect the work being done. Among the visitors have been Viscount Duncannon, son of the Governor-General of Canada, and Captain Fisher-Rowe, of Ottawa; Robert Cromie, proprietor of the Vancouver *Sun;* and M. Paul Suzor, French consul for Western Canada. An outstanding event in the area was the second annual Northwest Territories Prospectors' Association picnic held at Cameron Bay on August 4. A number of visitors flew in to the settlement from Edmonton, and appeared to enjoy themselves.

Harry (Slim) Behn died in Edmonton, after a painful illness of about a month's duration, on July 23. Slim was one of the best known figures in the North country. He had worked for the transport for some twelve or thirteen seasons as pilot on the *Liard River* and other boats. A man of exceptional stature and with remarkable powers of endurance, he made trips in and out of the country, thinking nothing of walking five hundred miles or more at a stretch and carrying on his back a greater weight than the average man would think of moving even a few yards. We know that everyone in the district who knew Slim will sympathize with his widow in her loss.

Floods in the North country during the early part of the summer left great destruction in their wake. Flood conditions prevailed on the Lower Peace river, around Lake Athabasca and on the Lower Mackenzie river to a greater extent than can be remembered by the oldest residents of the country. Buildings were carried away and in some cases totally destroyed. Fences and sidewalks disappeared in the floods and many residents of the country suffered loss and privation. At Little Red River considerable damage was done to post buildings, and damage was done elsewhere to a lesser extent, but fortunately no lives were lost.

Mackenzie River Transport

This season all vessels leaving Waterways for the North have been well loaded and the freight has been kept moving steadily. This has been the busiest season since 1929, and our operating fleet was increased by placing all our barges in commission and by building several new units.

Two new tugs M.T. *Hearne Lake* and M.T. *Dease Lake*, powered with twin 72-h.p. Fairbanks-Morse engines, and a new 150-ton lake barge were built at Fort Smith by the Northern Boat Building Co. Limited, with Martin McLeod, Montreal, acting as our representative. The vessels were safely launched during July and left on their maiden voyages to Great Bear Lake and Great Slave Lake respectively. Fort Smith was a very busy place this summer, as various other vessels were also built there.

M.T. *Liard River* has been the unlucky vessel in the fleet this year, as, after being held up for over a week by ice on the first voyage to Fort Rae, bad conditions on Liard river delayed her on the voyage to Fort Liard.

Heavy loads have left Waterways during August for the last sailing of S.S. *Distributor* to Aklavik and to Tuktoyaktuk for distribution to Western Arctic posts.

M.S. *Margaret A* was fitted out by Western Arctic district with our co-operation at Fort Smith, and we are accordingly pleased to hear that she is doing good work in the Arctic.

During the season we have welcomed a number of distinguished guests on board our vessels, including Lord Duncannon, son of the Governor-General of Canada, and his party, who inspected M.T. *Dease Lake* at Fort Smith while en route to Great Bear Lake by air. Bishop Rowe of Alaska proceeded to Aklavik by the last trip of S.S. *Distributor*. Bishop Fleming of the Arctic, Bishop Breynat, Bishop Fallaise; M. Suzor, French consul, Vancouver; Robert Cromie, Vancouver, and many others have also been guests on our vessels.

Everyone was very sorry to hear of H. N. Petty's illness and hopes that he will be fully restored to health after his sojourn in Vancouver island, for which point he left Waterways with Mrs. Petty and baby on 3rd August.

The department and the North lost a valued employee and "old timer" when Hans (Slim) Behn passed away in an Edmonton hospital on 23rd July. Slim had been pilot on M.T. *Liard River* for a number of years, but he had also been a trader, trapper and prospector from the days of '98. To his widow we extend our deep sympathy.

We were pleased to welcome the Fur Trade Commissioner, W. Black, R. A. Talbot and N. E. Beynes during May and E. W. Fletcher during July at Waterways. The Fur Trade Commissioner and party flew north to Fort Smith, as did Mr. Fletcher, accompanied by G. H. McKay.

Col. H. G. Reid proceeded to Aklavik on S.S. *Distributor* during June and made later trips to Rocher River, and also to Peace River, among other points.

Western Arctic District

R. H. G. Bonnycastle left Winnipeg on May 31 on his annual inspection trip to the Western Arctic.

Apprentices J. Wood, I. Wilson, I. Law and Geo. Burnham left Winnipeg on June 3 for Edmonton, where they met Mr. Bonnycastle and accompanied him as far as Aklavik.

W. P. Johnston returned to Canada with his bride, and after a short stay in Winnipeg proceeded to his post at Herschel Island.

The schooner *Margaret A* has lately been added to the Western Arctic district fleet and left Fort Smith on her voyage down the Mackenzie river to Tuktoyaktuk, from which point she is assisting in the distribution of Western Arctic supplies along the coast.

The two small sons of A. W. Watson arrived in Winnipeg from Coppermine river and will be pupils at St. John's Anglican College. The Winnipeg *Tribune* was greatly interested in the arrival of these youngsters and gave nearly a full page in their paper to an account of one day spent in the company of the boys in the city of Winnipeg.

W. F. Joss has returned from furlough and is now on his way back to the Arctic.

Patsy Klengenberg, and his brothers Andrew and Jorgen, left Edmonton by plane at the beginning of August after a few month's stay in Vancouver. It is presumed they will be proceeding to their usual Arctic headquarters. J. Lythgoe is residing in Vancouver for the winter.

The M.S. *Fort James*, after an arduous journey from St. John's, Newfoundland, via the Panama Canal, arrived in Vancouver on July 22. The loading of the schooner was completed and on July 29 she pulled out for Western Arctic ports.

The following is a quotation from a letter received from Mr. Bonnycastle regarding the snowmobile which is being shipped to the Arctic for inspection work next winter: "I ran the snowmobile across the portage here (Fort Smith) and it went like a charm. We travelled about fifteen miles an hour and kicked up an awful dust with the caterpillar track. However, it won't make much dust in the North."

Saskatchewan District

The following staff changes took place in the district as from May 31, 1934: J. A. Ross transferred from Oxford House to Stanley post; E. W. Barton transferred from God's Lake to Pas Mountain post; G. B. Wright transferred from Beren's River to Little Grand Rapids post; Wm. Mitchell transferred from Cumberland House to Island Lake post; Wm. Gowans transferred from Pas Mountain to God's Lake post; E. W. Hampton transferred from Stanley to Oxford House post.

We welcome the following, who were engaged as apprentice clerks in June: D. G. Lemon stationed at Cumberland House post; W. W. Lowrie stationed at Fort Alexander post; J. R. McMurchie stationed at Island Lake post; W. J. Parkin stationed at Beren's River post; J. C. Ross stationed at Pelican Narrow's post; D. R. Sheffield stationed at Oxford House post; C. B. Spillan stationed at God's Lake post.

K. C. Roseborough, outpost manager, has now been placed in charge of Deer Lake post, Ontario.

R. A. Talbot, district manager, left Winnipeg on July 2 and expects to visit Beren's River, Little Grand Rapids, Deer Lake, Island Lake, God's Lake, Oxford House and Norway House, before returning to Winnipeg about August 17.

J. Runcie, manager of Island Lake post, and E. J. Leslie, manager of Little Grand Rapids post, arrived in Winnipeg on July 7 and left for Scotland on July 18, where they will spend the next three months on leave. Mrs. Runcie and family accompanied Mr. Runcie.

G. C. M. Collins, manager at Norway House, arrived in Winnipeg on July 24 by plane and left again for his post on the morning of July 25. Mr. Collins' visit was in connection with freighting operations into God's Lake mines.

We also had a visit in July from F. W. Whiteway, manager of Duck Lake outpost, who was in Winnipeg for a month.

J. Stewart, manager of Clear Lake post, arrived in Winnipeg on August 4, accompanied by Mrs. Stewart. Mr. Stewart intends spending three weeks' holiday in Winnipeg, while Mrs. Stewart visits her family in Toronto.

The following post managers arrived in Winnipeg on August 4 to attend the fur grading course being held at the fur purchasing agency, Princess Street: R. B. Urquhart, Cumberland House post; C. E. Belanger, Pine River post; A. M. Chalmers, Fort Alexander post; F. Reid, Green Lake post; W. C. Rothnie, Pelican Narrows post.

Mrs. R. B. Urquhart and family, Mrs. A. M. Chalmers, and Mrs. F. Reid and family are also in the city, having accompanied their husbands from their posts.

The Governor Speaks for the News Reels at Montreal

A. W. Scott, manager of Buffalo River post, was married in All Saint's Church, Lac la Ronge, on August 8 to Miss Dorothy Alice Matthews, of Lac la Ronge. The visiting guests included: Mrs. H. McDonald, of Isle a la Crosse, and Mr. W. B. Winbrum, of the Brooks Airways Limited, Prince Albert. Mr. and Mrs. Scott left for Buffalo River by plane after the ceremony. We wish them every happiness.

We welcome G. B. McLeod, who joined the district office staff in June.

Nelson River District

W. E. Brown, district manager, left on 1st June for Churchill post. En route he visited Pukatawagan post, where he left Apprentice John Tod, and from there he flew to Nelson House, returning to Wabowden by the same plane. Wabowden and Gillam posts were also visited.

Captain Morris left district office at the same time, proceeding direct to Churchill to take command of the M.S. *Fort Severn*.

We welcome the following to our district:

W. A. Watt, late of Albany post, James Bay district. Mr. Watt returned from furlough on June 12 and proceeded to New Churchill post, which he took over from J. F. G. Wynne.

Angus Millar, who was formerly in charge of Brochet post. He has re-entered the service and will be in charge of Pukatawagan post for Outfit 265.

Nelson Gaudin, of Nelson House post, who has now joined the service. He proceeded to Churchill and will go to Trout Lake via Severn post.

Members of the staff who have reported to district office in Winnipeg and proceeded on furlough are as follows: A. Harkes, Wm. Glennie, A. McKinley, J. F. G. Wynne, Ian Mennie and S. A. Keighley.

The R. C. M. Police detachment at Port Nelson has been closed and the former staff is now resident in Gillam.

Rt. Rev. Bishop Dewdney was a visitor at Trout Lake post during June.

The M.S. *Fort Severn* began her season's work on July 3, sailing for York Factory and returning to Churchill on 11th July. Very heavy pack-ice was encountered, and this caused a delay of several days. The passengers on this trip were Rev. Faries, Miss J. Moore (daughter of T. C. Moore, post manager at York Factory), and Ralph Ingram. The latter will be stationed at York Factory for Outfit 265.

On July 13 the *Fort Severn* sailed again for Severn post, completing the round trip in nine days. Passengers on this occasion were Bishop Dewdney, Rev. Faries, Mrs. Caux and H. F. Bland's two daughters. Nelson Gaudin and F. Schoales were also on board, the latter being transferred to Padley post for Outfit 265.

The *Fort Severn's* third trip commenced on July 24th. She proceeded to Tavane, calling at Nonala and Eskimo Point en route, and returned to Churchill on 29th July. Passengers were: Mrs. White, Miss G. Voisey, Trapper Gustafson and four freighters and Apprentice F. Schoales.

On July 31 the M.S. *Fort Severn* sailed for Chesterfield Inlet. The only passenger on this occasion was Rt. Rev. Bishop Fleming. Good weather was experienced and the vessel reported back to Churchill on August 8.

W. E. Brown is in charge of the schooner's operations this season, and has accompanied the vessel on all her trips, making inspections at all posts visited.

Superior-Huron District

High water throughout the district has caused much damage to docks, etc., this summer. At Hudson practically all the buildings on the waterfront were damaged and the docks destroyed. The water has now receded, and it is understood that the government is to take steps to see what can be done to prevent a recurrence.

The survey for the proposed marine railway into Lake St. Joseph has now been completed.

Transport business out of Hudson to the northern mining fields has been exceptionally good this year, both by aeroplane and steamer.

The Nipigon mill is being put in running order, and it is hoped to have it in operation this fall.

The blueberry business has been flourishing this season at most line posts, with the exception of Montizambert. Large shipments are coming forward daily, and the market has been very good.

The Little Longlac, Oro Plata, and Alexander Diamond Drilling Company are now operating at Hard Rock. The Royal Bank has opened a branch there and a Protestant church is in course of construction.

Mr. and Mrs. Hughes, of Osnaburgh, Mr. and Mrs. Mathieson, of Ogoki, Miss M. Prior, of Sioux Lookout, and J. E. Holden, of Red Lake, have been visitors at district office recently.

Mr. Hughes has returned to Osnaburgh post, but Mrs. Hughes will remain in Winnipeg for a short time.

J. A. Glass is at present enjoying furlough in the Old Country, and J. A. Wynd is now in charge of Gogama post.

M. S. Cook suffered a painful injury to his ankle at Peterbell in July and had to go to Sudbury Hospital for medical attention. We are glad to be able to report that he is now back at the post.

A. Riach is at present at Bucke, relieving R. J. Mousseau, who is on a short holiday.

G. W. Shoemaker, who was with the district office staff several years ago, has rejoined the service and is stationed at Red Lake as bookkeeper. J. Wilson and M. Wakeman, formerly of Winnipeg, have joined the service and are stationed at Red Lake and Hudson, respectively.

Apprentice H. M. Park is now at Gogama post and will go from there to Temagami as assistant. Apprentice B. J. Wilson has been stationed at Osnaburgh.

M. Cowan, acting district manager, returned to Winnipeg the last week in July, having spent two months in the North inspecting posts, and left again on 5th August on a further trip.

James Bay District

This spring proved to be one of the worst on record for floods on the west coast of James Bay. At Albany the water reached a height of eighteen inches in the new store and considerable havoc was done to the sidewalks, belfry, etc. At Attawapiskat the staff were flooded out completely from 27th to 31st May. The water rose in the warehouse two and one half feet in twenty minutes. In the store the merchandise was piled on the counters, but these were subsequently submerged to a depth of six inches. It is understood that this is the first flood at Attawapiskat for thirty-five years, and is the worst within the memory of any of the inhabitants.

During the summer months two Royal Canadian Airforce planes are based at Eastmain, in charge of Flying Officer McNab, of Ottawa, and are engaged in aerial survey work.

August 8, 1934, will go down in the records of Rupert's House and Moose Factory (the two oldest posts in the service) as the red letter day of their long and interesting history, for on that day the thirtieth Governor of the Hudson's Bay Company, Mr. P. Ashley Cooper, visited the posts. The Governor and party arrived at Moose Factory by air from Charlton Island at 8.45 a.m., and after a fitting reception partook of luncheon at the James Bay Inn, Moosonee, leaving immediately afterwards for Rupert's House, where, on practically the same spot that Grosseiliers landed in the year 1668, a short ceremony was held. Fuller details of the Governor's trip will be published elsewhere and it is sufficient for us to say that everyone deemed it a great honour and pleasure to be presented to the Governor and Mrs. Cooper. Other members of the Governor's party were: Mr. Ralph Parsons, Fur Trade Commissioner; M. R. Lubbock, R. H. H. Macaulay, Major D. L. McKeand, Capt. T. F. Smellie, H. Bassett and Pipe Sergeant Hannah.

On the occasion of the Governor's visit to Charlton Island, he presented Thomas Taylor, caretaker, with a gold medal in commemoration of thirty years' faithful service.

Members of the staff disembarking from the *Nascopie* and going out by rail were: Wm. Ritchie, A. T. Swaffield, D. W. C. Stewart and D. Goodyear.

Reverend Father Saindon is at present erecting a residence and Chapel on Moose Factory Island.

Doctor Tyrer, Indian agent, accompanied Mr. H. N. Awrey, treaty paymaster, on the annual flight to posts in Northern Ontario for the purpose of paying the Indians their annuity money.

Captain Isaac Barbour and Engineer Steve Bradbury are again on the *Fort Amadjuak*.

Misses Lister and Hirst, of the Anglican missions, stayed a few days at Moose Factory while awaiting transportation to Charlton Island. Miss Hirst took passage on the *Nascopie* for Pangnirtung and Miss Lister will go to the mission school at Fort George. Reverend J. H. Turner also connected with the *Nascopie* and returned to the Eastern Arctic.

Apprentices Kent Griffin and Jack Hope-Brown were engaged in Winnipeg at the commencement of the outfit and are now stationed at Moose Factory and Rupert's House posts respectively.

Norman Matthew arrived at Moose Factory on 31st July and is now stationed at Eastmain post as manager. Mr Ambrose, formerly of that post, together with Mrs. Ambrose and Irene, are to spend the winter in the United Kingdom.

D. C. Bremner left for Scotland on August 10 for furlough.

During the latter part of July W. Black, of Fur Trade Commissioner's office, was a business visitor to Moose Factory, and the store shows the benefit of his ideas.

Mr. G. S. Cotter, manager for Revillon Freres at Moosonee, and widely known throughout the service, is at present holidaying with Mrs. Cotter in the maritime provinces.

Colonel Mermagan, of the M.S.C.C., Winnipeg, paid the local Indian residential school a flying visit in July.

James Bay district mourns the death of Alan Nicolson, who passed away at Victoria, B.C., in May, 1934, Mrs. Nicolson having predeceased him December, 1933.

Mr. Nicolson entered the Hudson's Bay Company's service in 1880 as apprentice clerk. He was stationed in this capacity at Moose Factory, subsequently moving to Rupert's House. He then spent a number of years as accountant at Moose Factory for the then southern department, finally finishing his career as post manager at Rupert's House.

We in James Bay have many happy memories of Alan Nicolson, and his passing indeed severs a link with the bye-gone days, for he was truly one of the old style "men of the Hudson's Bay." A man of strong personality, of studious mind and an industrious and aggressive business manner, he had a great influence over the natives. Curiously enough he was not a fluent speaker of the Indian language, but his influence seemed to be gained by a study of their nature and habits, with keen insight regarding their motives.

Mr. Nicolson served the Company in a day when fur trade posts were much more isolated than at present; a day when men still read the *Times* weekly edition; a day when brigades of fur and transport canoes went into the far interior; when the factor in charge of the post had to care for his Indians as if they were a large family. Mr. Nicolson secured the confidence and respect of the natives to a very high degree and largely by his understanding of them and his sterling qualities of character. Practically all of his recreation was in studying and serious reading, with the result that he had a well stored mind and, although living most of his life in isolation, he was well versed in world affairs. But he took a keen delight in his work, and right up to his retirement he had a great zest for the work of a fur trading post and what he called "handling Indians."

In 1920 he retired from the service, taking with him the respect of all his associates. Now he has crossed the Great Divide, and those of us who remember the "old days" will think fervently of Alan Nicolson just as fur traders before us have remembered the McTavishs, the McLeans and other stalwarts of the old days.

St. Lawrence Ungava District

The S.S. *Nascopie* arrived at Montreal on Monday, June 25, from St. John's Newfoundland, and berthed at shed No. 6. She brought over Messrs. H. T. Ford and Leo Manning, who will proceed north on her. She sailed on the morning of July 7 from Montreal at ten o'clock. A very large crowd was on hand to see her off.

The Governor arrived in Montreal on Wednesday, June 27th, accompanied by Messrs. MacDonald, Maurice and Lubbock. He was met by George W. Allan, the General Manager, Fur Trade Commissioner, District Manager, Messrs. Lennon, Mehmel, Wilmot, Graham and Captain Smellie. The Governor paid a visit to the office, accompanied by Mr. George W. Allan and the General Manager. We were also honored by a visit from Mrs. Cooper.

On Friday, July 6, a dinner was given at the Windsor Hotel by Mr. George W. Allan for the Governor, which was attended by the Fur Trade Commissioner, General Manager, District Manager, and other members of the staff, as well as Inspector

Irvine, Major McKeand, and Messrs. W. E. Swaffield, Leo and F. C. Gaudet.

The following apprentices were engaged for the St. Lawrence-Ungava district and sailed on the S.S. *Nascopie:* N. Adams, B. Campbell, E. Crompton, T. Harwood, L. Hodgson and F. Hynes.

Congratulations are extended to Mr. and Mrs. E. P. Taylor, district accountant, on the birth of a daughter on 30th July.

The following apprentices have been appointed in the district: F. G. Bourque, La Sarre; E. McVey, Blanc Sablon; R. V. Dawe, Romaine; James Ferguson, Weymontachingue; P. Letellier, Bersimis; Archie Wright, Seven Islands.

Alex. Swaffield, of Manowan post, spent the month of June in the city, accompanied by Mrs. Swaffield, in order to receive medical and dental treatment.

Sabastien McKenzie, of Fort McKenzie, accompanied by his wife and family, spent a vacation at Seven Islands and Montreal, returning to Port Burwell on the S.S. *Nascopie.*

Messrs. D. W. C. Stewart and A. T. Swaffield arrived at Moose Factory, having come out on the S.S. *Nascopie*, the former to spend a vacation in Scotland and the latter with his parents in Montreal. Donald Goodyear also came out for medical attention, being operated on at the Royal Victoria Hospital for appendix trouble, and we are glad to state that the operation was successful and he is progressing favorably.

We regret to have to report the death of Mrs. Briard, wife of A. E. Briard, of Havre St. Pierre post, who died on Tuesday, August 7. Mrs. Briard was buried at Paspebiac, Gaspe, P.Q. We extend our deepest sympathies to Mr. Briard.

Mr. W. C. Newbury is at present inspecting the various posts on the north shore.

Mr. Walter Black, from the Fur Trade Commissioner's office, is relieving Mr. L. A. Graham, buyer for the Montreal depot, during his vacation.

C. H. J. Winter has been transferred from the Nelson River district to this district, and will be engaged at the district office.

James Ogilvie, of the Montreal fur purchasing agency, has been transferred temporarily to St. Augustine for the summer months.

Visitors to the office during the past quarter included Mr. and Mrs. W. A. Watt and child, of James Bay district; Captain Isaac Barbour and Stephen Bradbury, of Newfoundland; Garon Pratte and C. G. Dunn, of Quebec; Dr. Parnell, of MacDonald College; F. C. and Leo Gaudet; Mr. and Mrs. Love, of Mingan fur farm; W. O. Douglas, F.T.C.O.; W. E. Swaffield, pensioner; H. P. Warne, F.T.C.O.; A. H. Doe, C.C.O.; F. W. Bone, of Canadian Airways, Senneterre; D. C. Bremner and Norman Ross, of James Bay district; and George Wynne, of Nelson River district.

Labrador District

The Hudson's Bay Company's supply ship *Nascopie* arrived at Cartwright on the evening of the eleventh, having on board Mr. P. Ashley Cooper, Governor of Hudson's Bay Company, Mrs. Cooper, Mr. Ralph Parsons, Fur Trade Commissioner of the Company, as well as officials of Canadian government departments. Mr. Cooper is making an inspection of the Company's fur trade posts on Labrador, Hudson Strait and Bay and is the first Governor of the Company to travel to Western Canada by the famous Hudson Bay route.

Upon the arrival of the ship, a deputation from the shore, consisting of the Labrador district manager, Cartwright post manager and customs officer boarded her and later the Governor, Mrs. Cooper, the Fur Trade Commissioner and others of the Governor's party unofficially visited the post and were taken around and shown points of interest. The following morning the Governor and Mrs. Cooper called at the Grenfell mission and were met by Dr. Paddon and staff. Sympathy was expressed for the mission for the recent disastrous fire in which a girl of seventeen years of age lost her life. After leaving the Grenfell mission, the *Blue Peter* was visited and Messrs. Russell and Taylor showed the visitors over the plant and later entertained them to lunch.

Cartwright did itself justice in the preparations it had made to accord the Governor and Mrs. Cooper a hearty welcome, as witnessed by the erection of a splendid arch, firing of cannon and display of bunting. During the afternoon they were tendered a public reception at the Community Hall, over which Mr. M. Murphy, J.P., presided. The speakers were M. Murphy, S. H. Parsons, Labrador district manager for the Hudson's Bay Company, Rev. E. Parsons, of the Sandwich Bay Anglican mission, and Dr. Paddon, of the International Grenfell Association. The Governor replied to the speeches and gave a word of encouragement to Cartwright by stating his firm belief that the bottom of the depression had been passed and that hard work would bring back prosperity. Margaret Blackhall, the pretty little daughter of the post manager, presented to Mrs. Cooper, on behalf of the community, a box with silver plate suitably engraved containing beautiful specimens of Labrador work. After the reception the Governor laid the corner stone for the new Hudson's Bay Company store, which was followed by afternoon tea served at the manager's house.

A dinner was given by the Governor on board the *Nascopie* and much enjoyed by his guests. In the evening a dance was held in the Community Hall, which the Governor and Mrs. Cooper attended, and at ten o'clock there was a display of fireworks.

The weather man was kind and gave the visitors a specimen of Labrador summer at its best, which continued until the *Nascopie* weighed anchor at daylight on the thirteenth amidst firing of cannon as an expression of good bye and good luck for the voyage to the North.

On June 18 the Governor honoured us with a visit, arriving at St. John's by the S.S. *Newfoundland* at midday.

Captain Smellie had the *Nascopie* "dressed" for the occasion, and bunting was also in evidence at the premises of Messrs. Job Brothers, while the Governor's flag was flown from the district office.

On the 19th the Governor made a tour of inspection, beginning with the *Nascopie* at 8.30 a.m. and district office at 9 a.m. During the morning he also visited Messrs. Job Brothers & Company's premises, accompanied by Mr. Maurice. At noon a call was made on His Excellency Admiral Sir David Murray Anderson.

A luncheon was given by the Governor on the same day, at which all members of the commission of government were guests. Messrs. R. B. and W. C. Jobs, W. Hutchinson and G. Milling, of Job Brothers; H. MacPherson, of the Royal stores, and Mr. E. Watson also attended. Capt. Smellie and R. Oakley were also in attendance as representatives of the Company.

On the 19th the Governor addressed the Rotary Club at the Newfoundland Hotel, and at 5 p.m. left by train for the west coast to spend a day or two salmon fishing with Mr. R. B. Job.

The Governor's visit was a short one, but it was also a very busy time for him. We hope, however, that he may see his way clear to pay us another visit in the near future.

Another distinguished visitor to Newfoundland at present is the prime minister of England, Mr. Ramsay MacDonald, who is on a health trip and will spend about six weeks here. Mr. MacDonald arrived here on H.M.S. *Dragon* August 9.

The S.S. *Nascopie* sailed from St. John's for Sydney en route to Montreal during the afternoon of June 19.

The M.S. *Fort Garry* is now distributing supplies to Ungava Bay posts and was last reported from Chimo on July 31.

Mr. V. W. Elphick, of the Fish Products Department, London, was a visitor in June. Mr. Elphick proceeded from here to Labrador to see the production end of the salmon business, both frozen and pickled. He returned to St. John's during the latter part of June and took passage for England via Quebec.

We had two very interesting visitors this summer in the persons of Lord Sempell and Commander Graham. The master of Sempell visited Newfoundland in connection with matters pertaining to aviation, and he was a caller at the office a couple of times during his visit to St. John's.

Commander Graham, retired British naval officer, was also a visitor during his stay. He arrived from England in his tenton yawl, which he sailed across the Atlantic single handed. He called to get a letter of introduction to managers at Cartwright and Northwest River. He is now cruising in Labrador waters.

During the last quarter we note the following who called to see us: Jack Learmont and Bob Watson, of the Dominion Ammunition Company; Revs. Cannon Howitt Clench and Lawton; also Mr. O'Halleran, secretary of posts and telegraphs, who is here from the Old Country and reorganizing these departments. Mr. Maurice, of the London office, was a frequent visitor during his stay at St. John's.

Apprentice A. M. Fridge sailed on 26th June for England on a brief furlough.

Messrs. Leo Manning and H. T. Ford were passengers by the *Nascopie* on June 19.

The district manager is now on the northern section of Labrador making his inspection tour of the Moravian posts. The earlier part of the summer was spent on the southern section, where he gave his personal supervision to fishing operations in Sandwich and Groaswater Bays.

The S.S. *Blue Peter* took care of most of the salmon collection this season from Cartwright and Rigolet.

A. G. Miles is now on the Labrador, having left St. John's in June, and is due back during the latter part of August.

The Governor at Cartwright

(*Continued from Page 45*)

It would take many hours to tell you of all the courageous adventurers who have served the Company and helped to develop this great Dominion. But a few names stand out in the roll. In 1691 Henry Kelsey made the first determined efforts to explore the interior to the west of the bay. Eighty years later Samuel Hearne made many daring journeys to the north and eventually discovered the Coppermine river in 1774. At the beginning of the last century Mackenzie and Fraser were pushing their way west and northwest to discover the great rivers which bear their names. In more modern times we come to the great Lord Strathcona, who started his career with the Company at Northwest River and spent so many years on the coast of Labrador. Last, but by no means least, there is Ralph Parsons, with us today, who has accomplished such an outstanding work in opening up Baffin Land.

Many different interests have contributed to the gradual development of Labrador during the last hundred and fifty years, and in such development our Company can claim a considerable part. For many decades we have been trading in furs and exchanging for them our merchandise. For some time, too, we have taken a part in the fishing and our ship, the *Blue Peter*, has a unique plant for freezing the salmon. In all our activities we have borne in mind the duties which we owe to the country beyond those of a mere trader. We have paid continuous attention to the welfare of the natives and have always tried to co-operate with other agencies having the same object in view. In considering the policies and principles which we intend to follow, we should bear in mind that the full development of Labrador has hardly begun. There are undoubtedly vast stores of mineral wealth to be exploited, and, further, careful planning, aided by the return of better times, should see a considerable expansion in the production of timber and of fish. The work must be slow and cautious, for if a country is developed far ahead of its population and productive power, it will find itself burdened with taxes and debts which its people cannot carry.

I said at the beginning of my talk how glad I was to see you all here. I should like now to tell you how much we appreciate the friendly assistance with which you have always met us. I have heard on all sides that the representative here of His Majesty's Government, Mr. Martin Murphy, has always interested himself in the welfare of the people and has consistently co-operated with us to this end. His kindness, his thoughtfulness and his wise administration of justice have won for him a well merited reputation. Many are the family disputes which he has peacefully settled, and in few, if any, cases has there been dissatisfaction with his judicial decisions.

Turning to the church, I am happy to be able to say that on no occasion since the establishment of the Anglican mission at Cartwright has there been anything but the friendliest relations between them and the Company. At all times we have tried to render each other sympathetic assistance, and up to the present there has been a most cordial understanding between us.

We all know what a large part the Grenfell mission has played in caring for the native people. When Sir Wilfred began his missionary work on the coast of Labrador, the Hudson's Bay Company extended to him a friendly and helpful hand. I venture to say that, had it not been for the co-operation and sympathy shown to him by the Company, his great work would have been seriously retarded. Sir Wilfred has established in the face of great difficulties a permanent and well planned organization which is contributing enormously to the improvement of the country; and there is no doubt that its importance must steadily increase as native industries are developed.

This visit of mine to Cartwright, short though it has been, has taught me much which will be of great value to me. I shall be able better to appreciate the problems of Labrador as they arise; and I shall follow with increasing interest the expansion of the country's activities, in which I know we shall all play a willing part.

Meat

(*Continued from Page 17*)

would not be able to start again. Jon turned them toward the camp. They went uncertainly like men asleep.

Only Jon stayed to keep unceasing watch upon the herd. He knew the thoughtful Pehr would be the first to return; a little rest, only a little, and Pehr would take up the endless vigil. There could be no travel until the men were again restored. To Jon, their need for sleep seemed without limit.

On and on he kept the watch, thinking of many things—the deer, the wolves, the men. How the men would rejoice over their battle with the wolves! What tales they would recount to the listening camp! Wolves! Oh, they had been beaten down, driven off with clubs. Let them come back if they wished another defeat!

But Jon knew the wolves. Not that day or the next would they come. But days, weeks after, out of the heart of storm and darkness they would steal, cunningly, patiently, killingly. There could be no truce, no let-up. Always somewhere, just beyond, the gaunt grey monsters would prowl and wail and wait. They would never sleep or rest; they would never forget. Once again they had renewed their ageless feud with man.

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Fort Nisqually Lives Again

(*Continued from Page 54*)

been offered for the best art poster designed by a student to advertise the dedication of the restored Fort Nisqually.

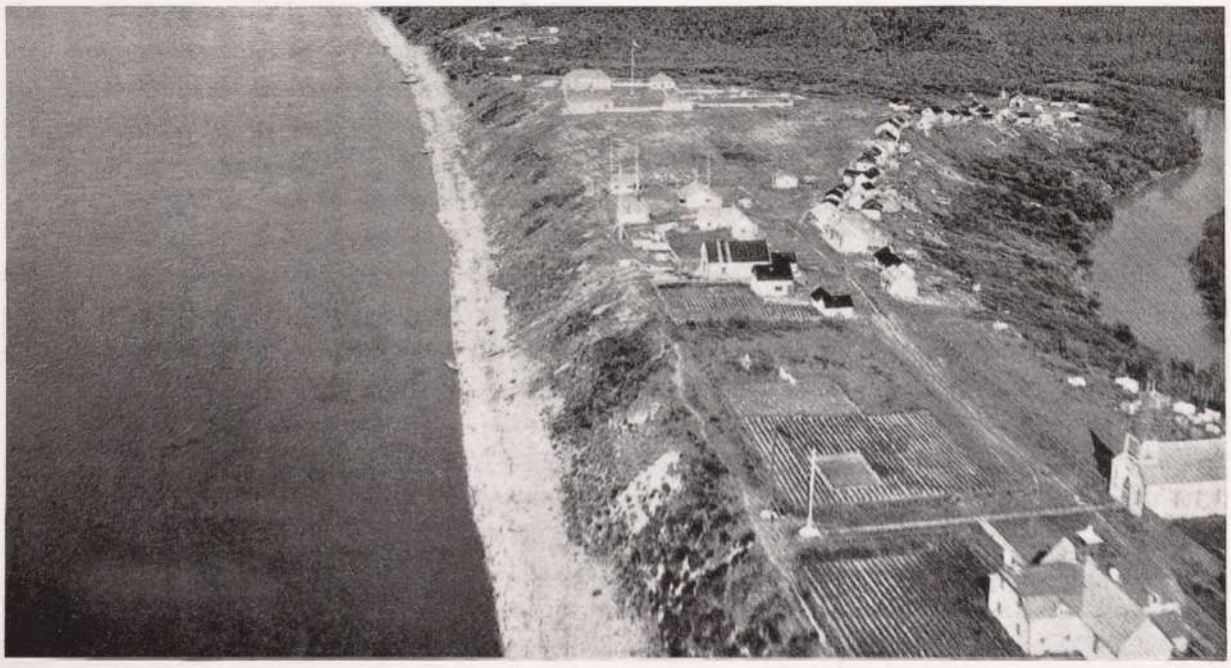
So encouraged was the committee by this public interest that they at once planned to furnish the factor's house and store, making of them a free museum. It is planned to arrange the house as it was when Dr. Tolmie lived in it instead of having the relics displayed in cases. Furniture of the period will be installed. Food of wax and papier mache will be hung in iron pots over the fireplace. The table will be set with old dishes and lamps, and dresses of the period will hang in the clothes press. It is even hoped that wax figures representing Factor Tolmie, his wife, and the servants can be installed, so that school children will be able to visualize how these sturdy pioneers lived and dressed.

The park commission has agreed to keep an attendant versed in Northwest history on duty during the tourist season, and has assumed all responsibility for the upkeep of grounds and buildings. From all over the district pioneer families have pledged their heirlooms. Furniture, dishes, clothing, and weapons have been offered. It is planned to refit the old blacksmith shop with a forge, leather bellows, anvil, tools and other equipment. Similarly the bakery, with its huge brick oven, will be restored.

Anyone interested in contributing relics or funds toward the restoration is asked to communicate with the Young Men's Business Club, Tacoma, Washington. The volumes of "Journal of Occurrences" which records the day to day happenings at the fort since its foundation will also be put on exhibition under glass. Unfortunately the books covering the period between May 31, 1839, and January 20, 1846, have disappeared and cannot be located. The State Department has searched diligently in the United States for them. Any person having knowledge of these books or letters written at Fort Nisqually during that period will do a great favour by communicating with the Young Men's Business Club.

"The New Fort Nisqually," said Mr. Fred Hendrickson, the president of the Young Men's Business Club, in addressing a convention, "is a monument to our pioneers, living and dead. More especially is it a monument to the two great factors of the Hudson's Bay Company, Dr. William Tolmie and Mr. Edward Huggins. These men brought civilization into a wilderness. Struggling settlers, weary, exhausted in funds and spirit from their long trek overland were received with open arms and fed and clothed at the fort. Credit for the purchase of supplies for themselves and families and equipment for their farms was given. A fair value was always allowed for their produce in settlement.

"At the dedication ceremonies which will mark the completion of the restoration of Fort Nisqually, four flags will fly from the four corners of the log palisade. The flag of Canada and the flag of the Hudson's Bay Company will fly at the two northernmost corners, and the Stars and Stripes and the Washington State emblem to the south, these flags symbolizing a hundred years of friendship and understanding. Speakers from both sides of the boundary will be present, and another knot in the chord of friendship between the two countries will be tied."



Fort Good Hope on the Mackenzie River (Photo R.C.A.F.)

The HBC and the Royal Society

(Continued from Page 31)

occasion, refers to the "obliging Benefaction of Natural Curiosities from Hudsons Bay."

At a committee meeting on February 3rd, 1773, a letter from "6 Gentlemen Members of the Council of the Royal Society . . . . was read; returning thanks for the Presents of Birds &c. . . . . and desiring to have Specimens of Sea Fish, Insects, Plants and Drift Wood from Hudsons Bay." Whilst in the following May a communication was received from "the Honble. Daines Barrington, Marmaduke Tunstall Esqr. and Mr. William Hudson. Members of the Committee of the Royal Society for Natural History . . . . presenting to the Committee a Hat & a Pair of Stockings made from the Hair of which hung near the Neck of one of the Buffaloes Heads, that were sent from Prince of Wales Fort last year (1772) and acquainting the Committee that the hides of these Animals are found upon Tryal to be as good a Material for Bookbinding as the Hides of Russian Buffaloes; likewise that wild Swan skins might probably prove a valuable Article of Commerce."

In the autumn of 1773 some samples of seeds, birds, plants, cones, fish and quadrupeds were sent home from York Factory, and these were accordingly presented to the Royal Society, their receipt being acknowledged in a letter of December 22nd, 1773, signed by Hon. Daines Barrington, Joseph Banks, Danl. Salander and C. Blagden, M.D., members of the committee of the Royal Society. A further "package of natural curiosities" was brought home from Moose Factory by the ship *Prince Rupert* in the season of 1774.

The Beaver Club

(Continued from Page 34)

sports—ice hockey, soft ball, cricket, and association football among them. Members, both male and female, take part in many other activities, including bowling, curling, badminton, squash racquets, lawn tennis, skating, swimming and skiing. The two Beaver Clubs in Winnipeg are fortunate in possessing their own lawn tennis club, which boasts the five best courts in Western Canada.

This recital of the many interests of the clubs and of the work done by them brings us in conclusion to the important consideration of their finances. The dues payable to the club are levied monthly on the salary of each member, and are graded according to the rate of remuneration. Their scale is the same in each club, being laid down in the general bylaws. Of the amount collected each month, two thirds is set aside for welfare work, the remaining third going to the social and athletic fund. The Hudson's Bay Company subscribes dollar for dollar with that collected for welfare work. It is to be noted that all of the clubs have a strong financial position and are possessed of adequate reserves against any emergency. The board of each club is directly responsible for all expenditure, which may only be made by the treasurer upon an authorization signed by the president and secretary. The Beaver Clubs are fortunate in having the services of the Company's auditors as honorary auditors of the clubs' books.

As has already been stated, the constitution and bylaws of the Beaver Clubs have been laid down by the Canadian Committee, and are the same for each club. This by no means indicates, however, a rigidity of purpose and activity in the clubs. The Committee are always pleased to authorize any changes that the clubs advise as being beneficial to their work. The Canadian Committee reviews annually the finances of each club and takes an interest in all the activities associated with it, with the intention of ensuring that the Company's employees may obtain the greatest benefit at all times, in sickness and in health, from the Beaver Club. The cut at the beginning of this article is of one of the brooches which were worn by the wives of the members of the original Beaver Club of the Nor'westers at Montreal.

Transportation and Civilization

(Continued from Page 38)

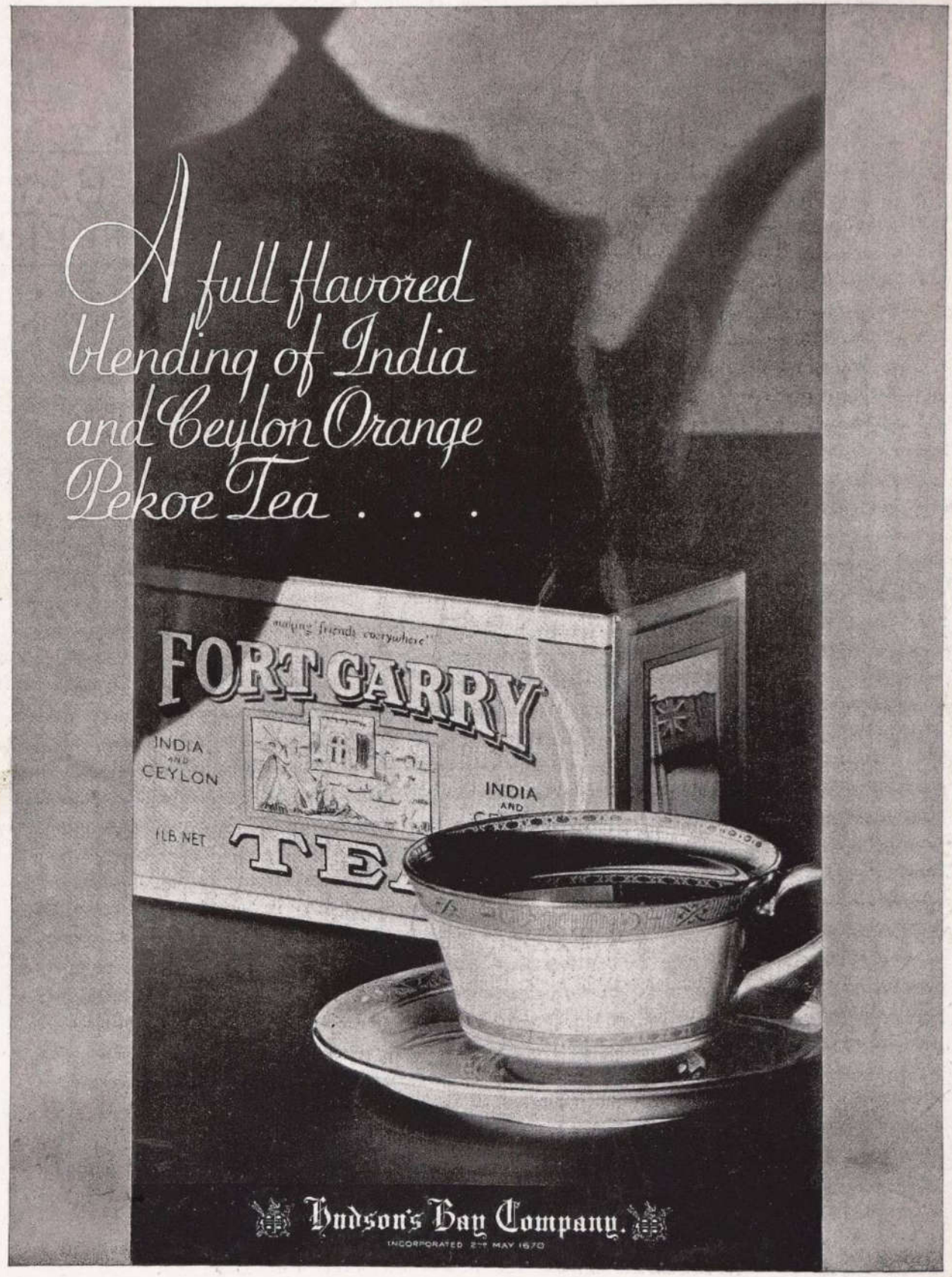
the Arctic; so when the time came for the signing of the Indian Treaty, the government turned naturally to the Company for its assistance. It speaks well for the Company's friendship with the natives that it enabled the reserve officers of the Crown to place the tribes on their reserves without any of the trouble and bloodshed prevalent south of the international boundary. In this work they were assisted by the Company's officials on the spot and by the policing of the prairies by the one hundred and fifty newly raised Northwest Mounted Police.

This peaceful accomplishment was greatly due to the Company's transportation system, which in the past had brought the natives into constant intercourse with the Company, whose officers they soon came to regard as friends and benefactors; so when they found the Company assisting the government they knew they were in safe hands, and willingly signed the treaty that brought civilization nearer to realization in the Great Northwest.

Their work for civilization done, the governor and Company of Adventurers wisely relinquished their temporal power while their fame was at its zenith. They had opened the Northwest to future settlement; they had developed a transportation system by which it was possible to travel from the Arctic to the American boundary, and from the Atlantic to the Pacific, and had brought peace and friendship to bear between the white and red races. So with the *pax Britannica* firmly established in the land, the "Great Company" was able to close this chapter of its history with *Disraeli's famous epigram, "peace with honour."

*Lord Beaconsfield, prime minister and English representative at the congress of Berlin in July 1878 to settle the peace of Europe after the Russo-Turkish War of 1877-78. Returning after the congress, Disraeli announced that he had brought England "peace with honour."

The man who said his Hudson's Bay Point Blanket wasn't warm enough.


A full flavored
blending of India
and Ceylon Orange
Pekoe Tea . . .
making friends everywhere
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INDIA AND CEYLON
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INDIA
TEA
Hudson's Bay Company.
INCORPORATED 2ND MAY 1670